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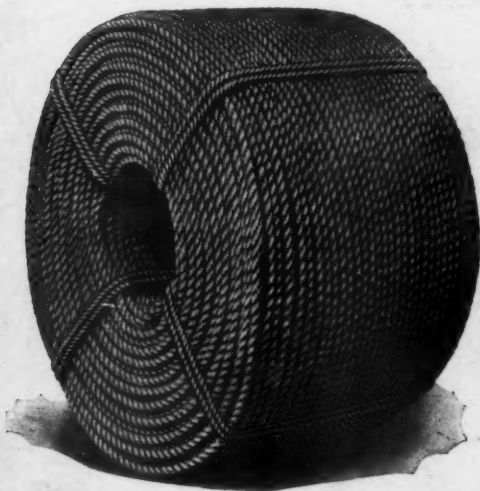
ATLANTIC FISHERMAN

VOL. IX

Registered U. S. Patent Office
SEPTEMBER, 1928

No. 8

Columbian Coal Tarred Lines are just what You Want because --



1. You are assured of even tarring. By the Columbian method, every line is thoroughly impregnated with the correct amount of coal tar, and at the proper point in the process of manufacture to insure every fibre becoming completely protected.

2. No more home-made tarring. No more tedious and sticky jobs. Columbian is doing it for you and better than you could possibly do it at home.

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Rope is used in Columbian Coal Tarred Lines. They are a first quality product --- *Tape-Marked* and Guaranteed.

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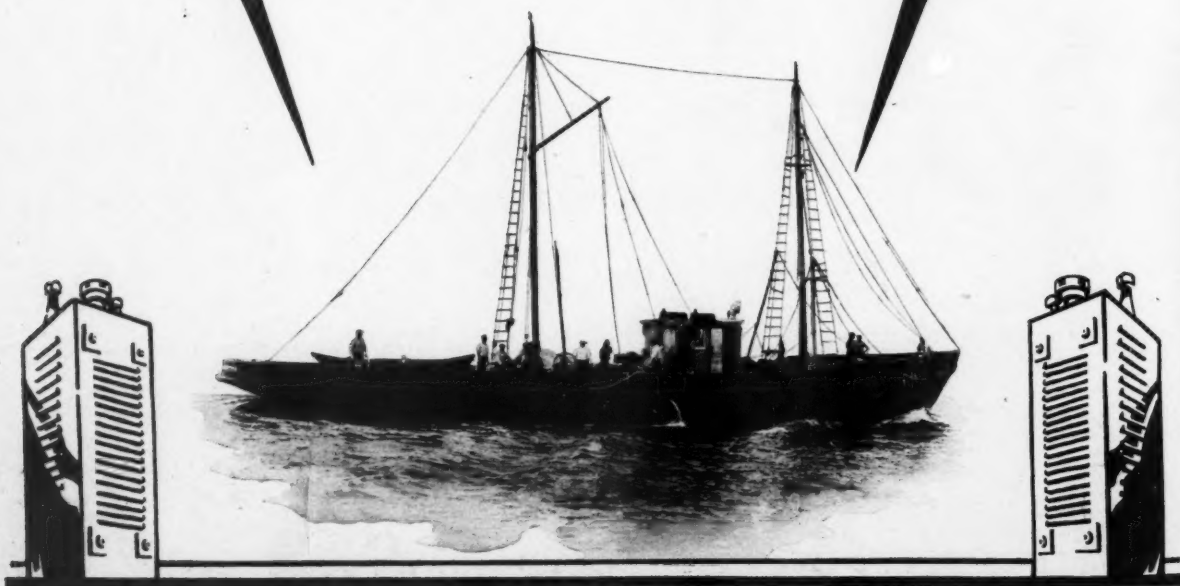
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SMITH-MEEKER ENGINEERING COMPANY
123 Liberty Street, New York City

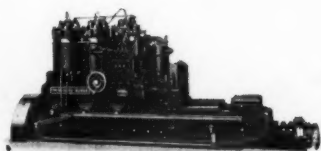


The "Atlantic" on her way home. Owned by the Union Sardine Co., Lubec, Maine.

Length	50' 2"
Beam	13' 5"
Draft	5' 3"
Gross Ton	14
Net Ton	8

Powered with 75 hp. F-M Diesel

-and the Engineer goes home



The new F-M non-reversing Diesel, 75 or 100 hp. with 10 hp. constant direction power take-off for auxiliaries. Transmission furnished either one speed ahead and one speed astern or two ahead and one astern. The latter transmission when used in conjunction with engine governor gives propeller shaft speed as low as 81 r. p. m.

Back to the market and the pier where quick hands anxious to get home unload the catch. But how about the engineer? Does he stay in the engine room grinding valves, adjusting tappets—tuning her up for the next trip?

Not if the engine is a Fairbanks-Morse Diesel! For this two-cycle engine has no cylinder head inlet and exhaust valves, none of that delicately timed apparatus which requires constant attention and maintenance. No high air pressure fuel injection mechanism either! So simple is this efficient engine that as soon as the boat is tied up the engineer can go home. The F-M Diesel is always ready.

This engine makes a big saving for its owners, too. Repair costs, maintenance, go down to a new low minimum. In the ports of the world, operators of fishing craft find the Fairbanks-Morse Diesel lowest in over-all operating costs.

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FAIRBANKS-MORSE

DIESEL ENGINES

AOA 27-188

BESSEMER

DIESEL ENGINES

First Dragger of Gorton-Pew Fisheries is Bessemer Diesel Powered

A GAIN AND AGAIN the fishing industry confirms the economy and serviceability of Bessemer Diesel engines—this time in the power schooner William L. Putnam, first dragger to be built for the Gorton-Pew Fisheries of Gloucester.

For fishing vessel service, where the power plant is a vital factor in determining profits, Bessemer have won universal acceptance solely on the records of their performance.

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Chicago, Ill., A. McMillan

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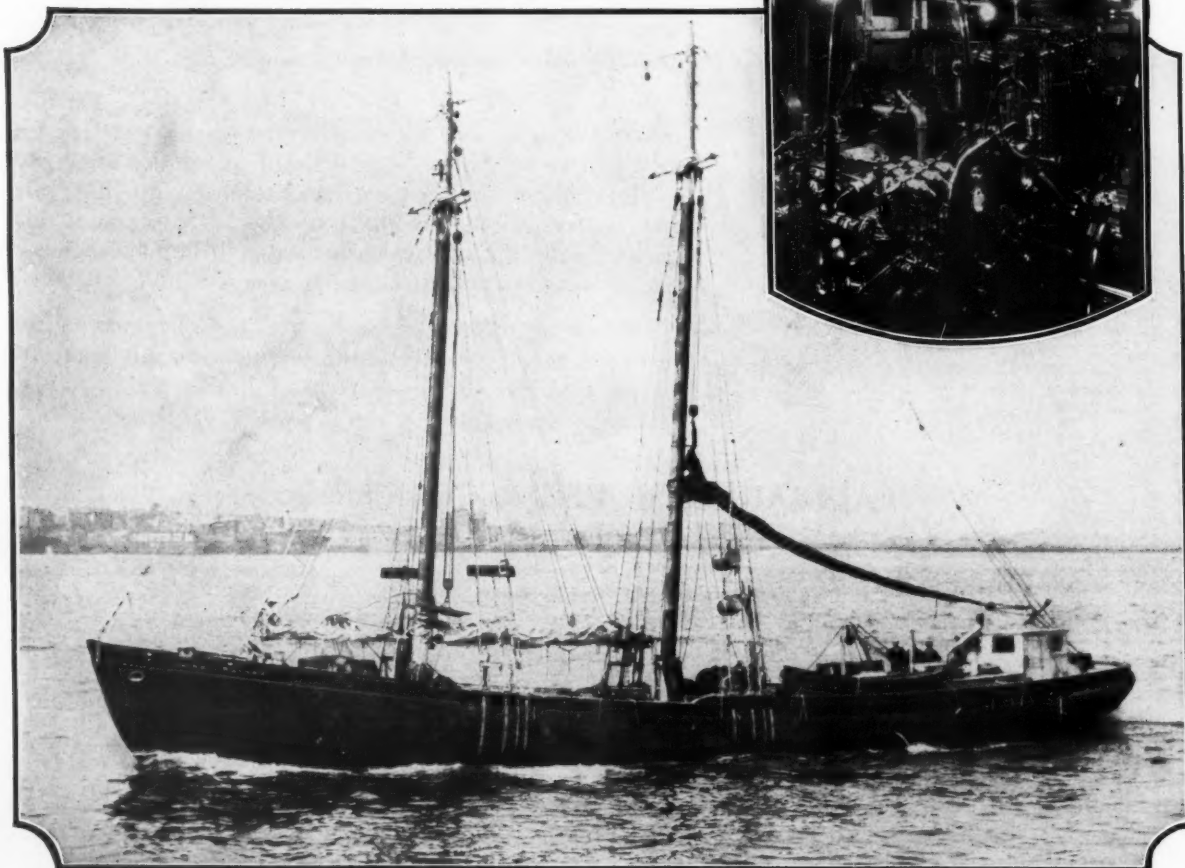
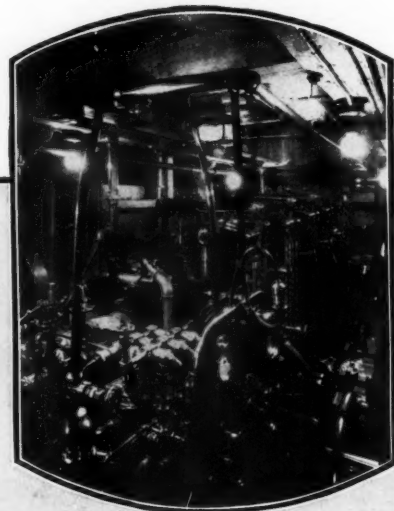
Los Angeles, 727 Standard Oil Bldg.

San Francisco, V. A. Stout, 806 Fife Bldg.

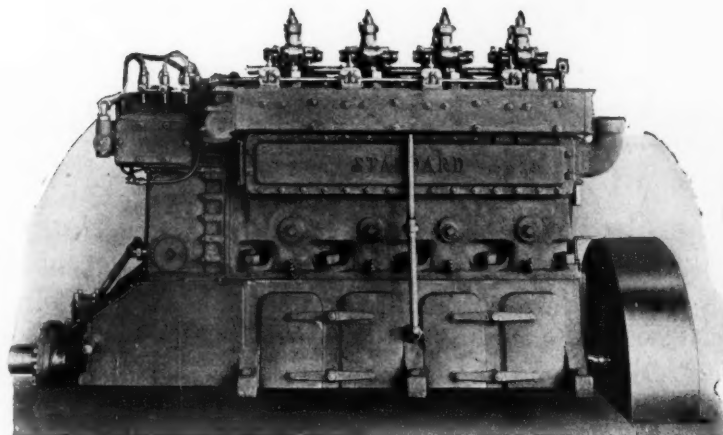
New York, N.Y., Earl H. Croft, Inc.,
New Orleans, La., 604 Southern Bldg.

Pittsburgh, Pa., 815 Bessemer Bldg.

The Bessemer powered schooner "William L. Putnam", built at Essex, Mass., by Everett James, for the Gorton-Pew Fisheries. She is 96' long, has a 23' beam, and a draft of 10'; 107 gross tons, 73 net tons. The power plant, illustrated below, consists of a Bessemer Diesel engine of 230 H. P.



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**THE NEW SMALL LIGHT WEIGHT DIESEL
 FOR FISHERMEN**



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 6 in. by 8 in. 60 B. H. P.

Starts Cold on Low
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Smaller, Lighter and Simpler Than
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600 R. P. M. 3200 lbs.
 Mechanical Injection

Chrome Vanadium Steel
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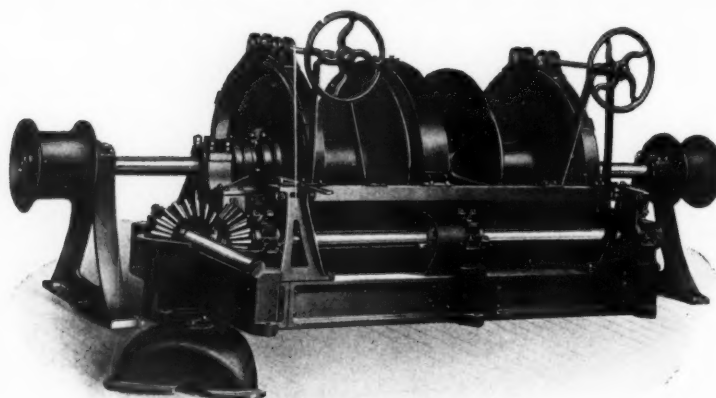
Will Give Your Boat Greater Sus-
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Absolutely Safe, Clean, Vibrationless

Your Engineer will like this Diesel Engine

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**STANDARD
 DIESELS**



ELECTRIC TRAWLER WINCH Model M

Designed for electric motor drive through bevel and spur gearing, with motor located in motor room under pilot house. Frame size approximately 6' 0" x 8' 6". Drum capacity 600 fathom 7/8" wire rope. Built in Mead Morrison shops. This is the winch carried by the "*Fabia*", "*Mariner*," and others, and now installing on the "*Spray*" owned by O'Hara Bros.

Winch motor is General Electric, Type COM, watertight, marine type, equipped with solenoid brake and back gears. Motor is designed for winch duty, and wound for heavy torque at low speed under hard loads. Motor rating 65 H. P. continuous full load 30 minutes duty, and 85 H. P. on 15 minute rating.



Winch Motor

A General Electric automatic control panel in the engine room provides full automatic control of the winch during operation. Motor can stall without injury if necessary and speed is automatically accelerated to maintain an even pull on towing wires during roll of vessel. A watertight master drum controller located on deck with six speeds, forward and reverse, handles a light "pilot" current only. Electrical equipment is practically fool-proof and needs no experienced operator.



Motor Control

New England Structural Products Co.
Everett, Mass.,

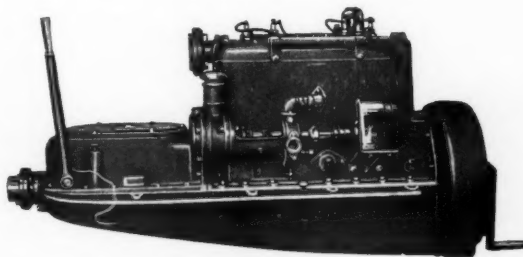
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Complete Equipment for Otter Trawling and Dragging

POWER BY MIANUS



A typical MIANUS powered work boat is the "*Francis*" of Wickford, R. I. This boat is in daily service—fishing, lobstering and scalloping in and around Narragansett Bay—average trips are 80 miles per day.



The motor, a MIANUS Model 44, turns a three blade 20" x 18" pitch propeller at 950 R. P. M., developing a speed of 11 M. P. H.

In six months' daily service, a few coil springs were replaced and the valves were ground once.

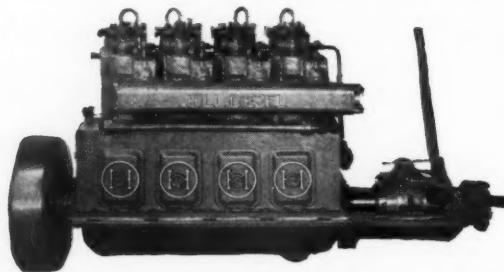
The owner reports fuel economy and unfailing power.

MIANUS DIESEL ENGINE COMPANY

**32 McGee Avenue
Stamford, Connecticut**

NEW AND IMPROVED HILL-DIESEL ENGINES

In sizes up to 100 H. P.



An ever increasing number of these engines are being installed where constant dependable service is the most important consideration: They are extremely economical in operation and upkeep, require no auxiliary equipment for starting, use the cheapest fuels.

Write for new catalog

HILL-DIESEL ENGINE COMPANY

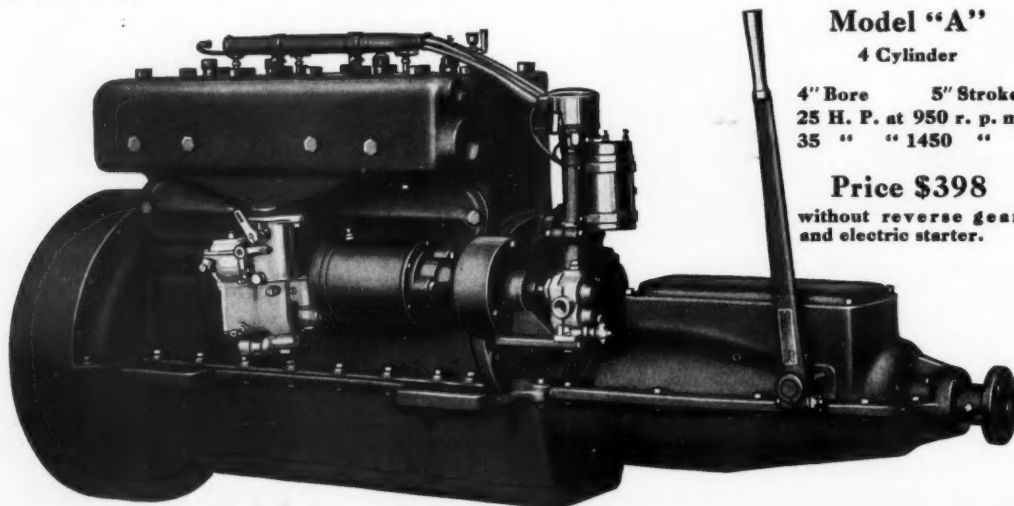
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Extreme Economy in Fuel and Upkeep

—has been proved of Roberts Motors in competition with other makes in fishing work.

A special type of pre-heating intake manifold gives perfect combustion of low grade fuels. This manifold also allows no raw gas to enter the cylinders, thus eliminating one of the principal causes of wear. Long life and low cost are the features of Roberts.



Model "A"

4 Cylinder

4" Bore 5" Stroke
25 H. P. at 950 r. p. m
35 " 1450 "

Price \$398

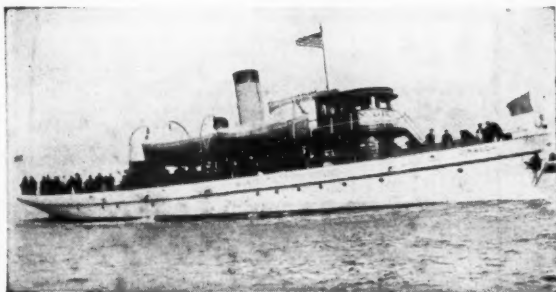
without reverse gear
and electric starter.

Send for circular illustrating Model "J"—4 cyl., 3 3/4 x 4, 17 H. P.—the lowest priced engine in America at \$225.

ROBERTS MOTORS

See nearest dealer or
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Fishing steamer Giralda, Capt. David Martin, owner
Equipped with Kohler Electric Plant

Six years' service and still going strong

THE Kohler Electric Plant on Capt. David Martin's steamer Giralda was installed some six years ago—but that's not long for a rugged outfit like the Kohler.

The Giralda's plant is of 1500 watts capacity, big enough to take care of thirty 50-watt lamps, or their equivalent, all blazing at once. Searchlights, too—250 watts, 500 watts, or whatever you may need within the 1500-watt limit.

The Giralda also has electric power at its disposal—for motor-driven tools of many kinds, for pumps, small winches, etc. And—this is an important point—the current is 110-volt; standard equipment can usually be used. The current comes straight from the generator, not through storage batteries; hence it is possible to use the full rated output continuously, hour after hour.

Doing away entirely with the usual space-consuming banks of battery cells, the compact Kohler Electric Plant needs only a small starting battery for automatic operation. Some models have a slightly larger starting-lighting battery which supplies 32-volt current for running lights, etc., without operating the plant, while 110-volt current from the generator is constantly available for heavier demands.

These rugged, efficient, economical plants are paying their way in every branch of marine service. Investigate them. Mail the coupon below—and, if you possibly can, drop in at a Kohler branch office for a demonstration.

Kohler Co., Founded 1873, Kohler, Wis. Shipping Point, Sheboygan, Wis.

BRANCHES IN PRINCIPAL CITIES

KOHLER OF KOHLER

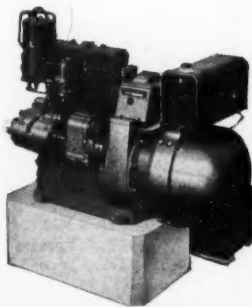
Electric Plants

Automatic—110 Volt D. C.—No Storage Batteries

Kohler Co., Kohler Wis.—Please send me information about Kohler Electric Plants. AF 9-28

Name..... Firm Name.....

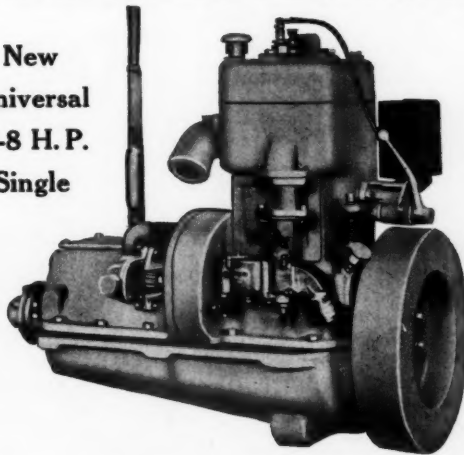
Address..... Use in which interested.....



Kohler Marine Electric Plant,
Model DF—1½ K. W.—110 Volt D. C.
Other models: 2, 5, and 10 K. W.

"Universals" The Motors that Make Good Everywhere

New
Universal
6-8 H. P.
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Sets New Standards

The silence and smoothness of this new Universal 6-8 H. P. Single Cylinder Engine tells you that it's *designed right* and *built right*

Here are outstanding features:

- Heavy 2" counter-balanced crankshaft.
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- Made from the best materials.
- Built where the finest facilities for manufacturing and testing insure as fine engines as it is possible to produce.
- For boats requiring larger, slow turning propellers—all direct drive Universal motors are available with the built-in Universal Silent Reduction Drive in either 2¼ to 1 or 1¼ to 1 reduction ratio.

Dimensions: Overall length, without reverse gear, 17¼"; with reverse gear 26½"; width at base 13¾"; height from center of crankshaft to top of spark plug 17½"; depth from engine timbers to bottom of oil pan 5½". Bore 4¾"; stroke 4½". Four cycle.

Let us send you complete facts about this remarkable new Universal Single. It's built to give you greater satisfaction.

UNIVERSAL MOTOR COMPANY

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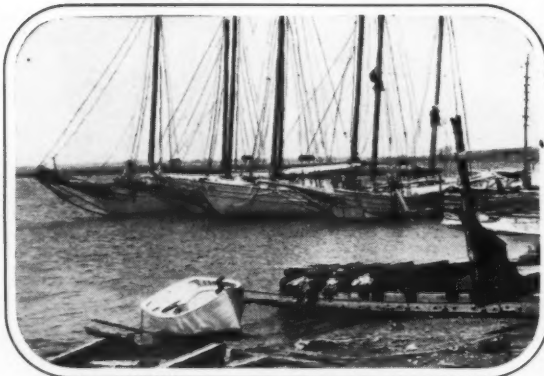
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CYLINDER
MARINE MOTORS
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EVEREADY COLUMBIA Dry Batteries

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RED WING THOROBRED MARINE ENGINES FROM 4 to 150 h. p.

1 and 2 Cylinders

Model K, 4-5 h.p. (3¼ x 4¼)

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Model B, 32-40 h.p. (4½ x 5)

BB-FOUR, 40-50 h.p. (4½ x 6) MD

BB-FOUR, 45-70 h.p. (4½ x 6) HS

BC4, 50-60 h.p. (5 x 7)

BCSp4, 75-90 h.p. (5¾ x 7)

6 Cylinders

ARROW, 40-80 h.p. (3¼ x 4½)

BB-SIX, 50-80 h.p. (4½ x 6) MD

BB-SIX, 80-110 h.p. (4½ x 6) HS

BB-SIX "Special", 75-100 h.p. (5 x 6) MD

BB-SIX "Special", 110-150 h.p. (5 x 6) HS

BC6, 85-110 h.p. (5 x 7)

BCSp6, 110-150 h.p. (5¾ x 7)

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

WRITE FOR
COMPLETE
CATALOG OF
ABOVE MODELS

Please Mention
Size of
Your Boat

RED WING MOTOR CO.
RED WING, MINN., U. S. A.

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

"The Fisherman's Magazine"

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FRANK H. WOOD Manager

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"Spray" and "Gabriella" Being Reconditioned

Old Trawlers to be Operated as P. J. O'Hara and Yale

TWO craft, tried and true, and with romantic backgrounds, are now in the process of reconditioning for fishing. The old *Spray*, the first trawler ever built in America, has been purchased by O'Hara Bros. Company, while the *Gabriella* was recently sold to Whitman, Ward & Lee Co. at U. S. Marshall's sale.

The *Spray* was launched at Fore River in 1905 and had an eventful career fishing until in 1915 or '16, she was sold by the Bay State Fishing Co. to the Russian government for use as a mine layer. A number of Russian noblemen came

When she goes into service this fall as the *P. J. O'Hara* she will be the highest powered trawler of her size in the world. The power plant is to be a 500 h. p. model KR 6 cylinder direct reversing Bessemer of the latest overhead camshaft type. A feature of this machine is that its valves are in cages, which can be removed for grinding without taking off the cylinder heads, and the cylinders have liners that can be replaced without scrapping the entire cylinder.

A 4 cylinder 120 h. p. Bessemer is directly connected to a 75 k. w. 230 volt generator. This voltage is used throughout



The Original Spray as She Looks while Rebuilding.

to New York to fit her out, but liking the big town too well to leave for their war torn country they saw to it, so it is said, that work on the vessel never reached completion.

After the war an expedition was financed by wealthy New York men to raise the *Medina* which lay on the bottom off the Virginia Capes with a couple of million gold in her hold. The *Spray* and the *Foam*, sister ship, were chartered to salvage the booty, but were unsuccessful. The *Foam* then went to Nicaragua loaded with guns for revolutionists. She now lies on the beach off Bluefields in that country. The *Spray* followed more peaceful and lawful pursuits—towboating for McAllister Bros. of New York, until recently purchased by the O'Hara's.

She is 126' 6" by 22' by 13'. Her hull is still sound, and that is all that is cared about, for she has been completely gutted.

the vessel for all pumps and for the trawl winch—everything except lighting. 32 volt light circuits are handled by a small motor generating set.

The fuel oil capacity will be 8000 gallons and the fish hold from 250,000 to 300,000 pounds. A speed of about eleven miles is expected.

The trawl winch and its drive for the *Spray* will be the latest and most improved type of gear that has yet been specified. It is made by the New England Structural Products Co. and has several unique features, principally that it is an entirely automatic electric outfit. The winch drives for other new trawlers are quite similar in principle to what went into the *Fabia* ten years ago, while this is much improved, as it should be after a decade of experience in electric trawling gear is available.

Anyone who is familiar with trawl fishing knows that due to a vessel's rolling away from her gear and to hanging the gear up on the bottom there are short intervals when the winch takes a tremendous overload and cannot make any headway with heaving in the warps. In electric drives it is necessary at these times to cut out the current so that the motor will not be burned out. Ordinarily this is done by automatic circuit breakers immediately, and in order to start up again when the gear is free it is necessary for the engineer to throw in the breakers.

The *Spray's* outfit will start itself as soon as the overload is reduced, thus taking advantage instantly of any opportunity to take in slack wire. Furthermore, the motor automatically speeds up when the load is light and slows down, consequently giving a greater power output, as the strain increases. With this arrangement neither the winch operator nor the engineer have to do anything if the winch stops. It picks up itself without anyone touching the controls.

The electrical equipment is all made by the General Electric Company, and is especially designed and constructed for this service. The motor is series wound and delivers 85 h. p. for fifteen minutes or 65 h. p. for half an hour. It is absolutely watertight and has a cast steel frame. A solenoid brake of the shoe type holds the motor and consequently the winch from unreeling when it stalls. The controller and panel are the best for this work. A feature is that the heavy current does not go through the control. A pilot current actuates the action of the main juice. This does away with burning out the control fingers.

The winch itself is of the heaviest construction, weighing about 18,000 pounds. Other winches of corresponding size are several tons lighter. It has a capacity of 600 fathoms on each drum, which permits winding the wire off one drum and onto the other for marking. The niggerheads will be of the same steel as the New England bollards and sheaves, which have not yet worn out.

The shaft through the deck house from the motor to the winch will have two Fast flexible couplings. These are considerably more expensive than ordinary couplings but are good for the life of the rest of the equipment. They run in oil, and by installing two almost any amount of misalignment due to the weaving of frames is compensated.

It is likely that a New England steam winch of the same size will be put on the *Yale*, as the owners have had experience with New England sheaves, bollards, gallows and small fittings on the *Harvard* and *Princeton*. Most of the large trawlers and draggers built lately have used this deck gear.

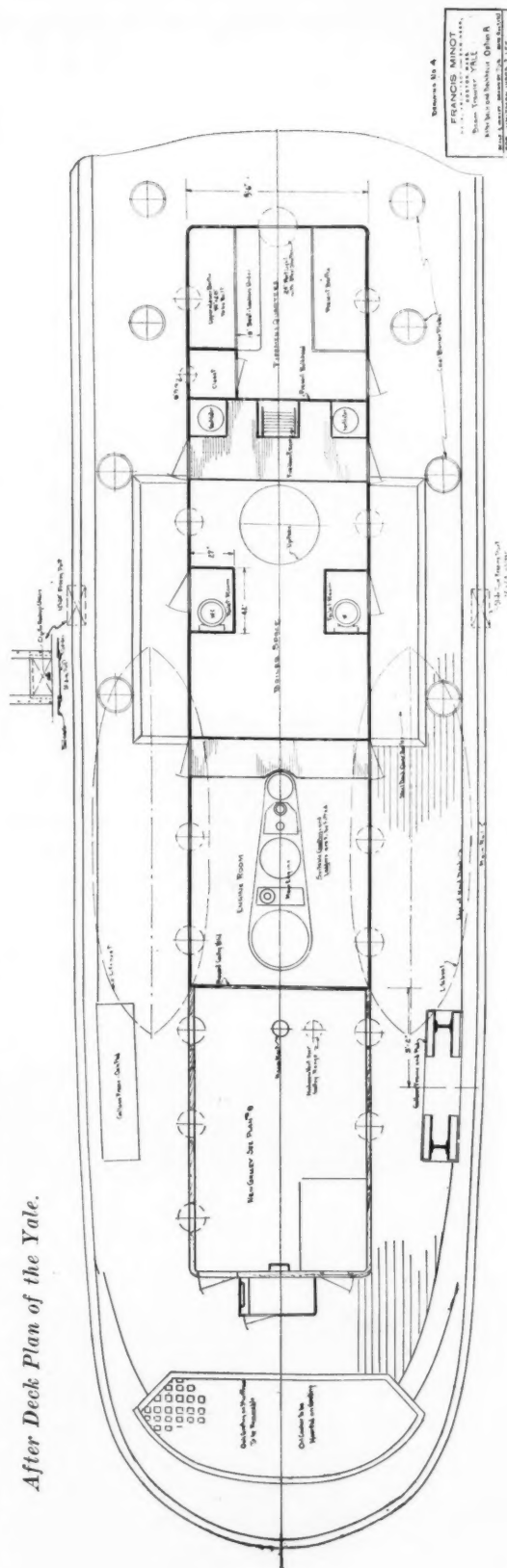
The Whitman, Ward & Lee *Yale* is the ex-British rum runner *Gabriella*, built in France in 1907 as a steam drifter. She augments the *Harvard*, which was an incomplete war baby at the Rice yard in Boothbay Harbor until bought by Whitman, Ward & Lee, and the *Princeton*, which had fished for the East Coast as the *Bluepoint*.

The *Yale* is somewhat larger than either of the others, measuring 142' by 22' by 12' 9". She has triple expansion engines, 12" x 20" x 32" with 24½" stroke, and a Scotch boiler carrying 180 pounds pressure. The power plant is to be retained after a thorough overhauling. She will carry about 100 tons of coal and will consume about 9 tons a day.

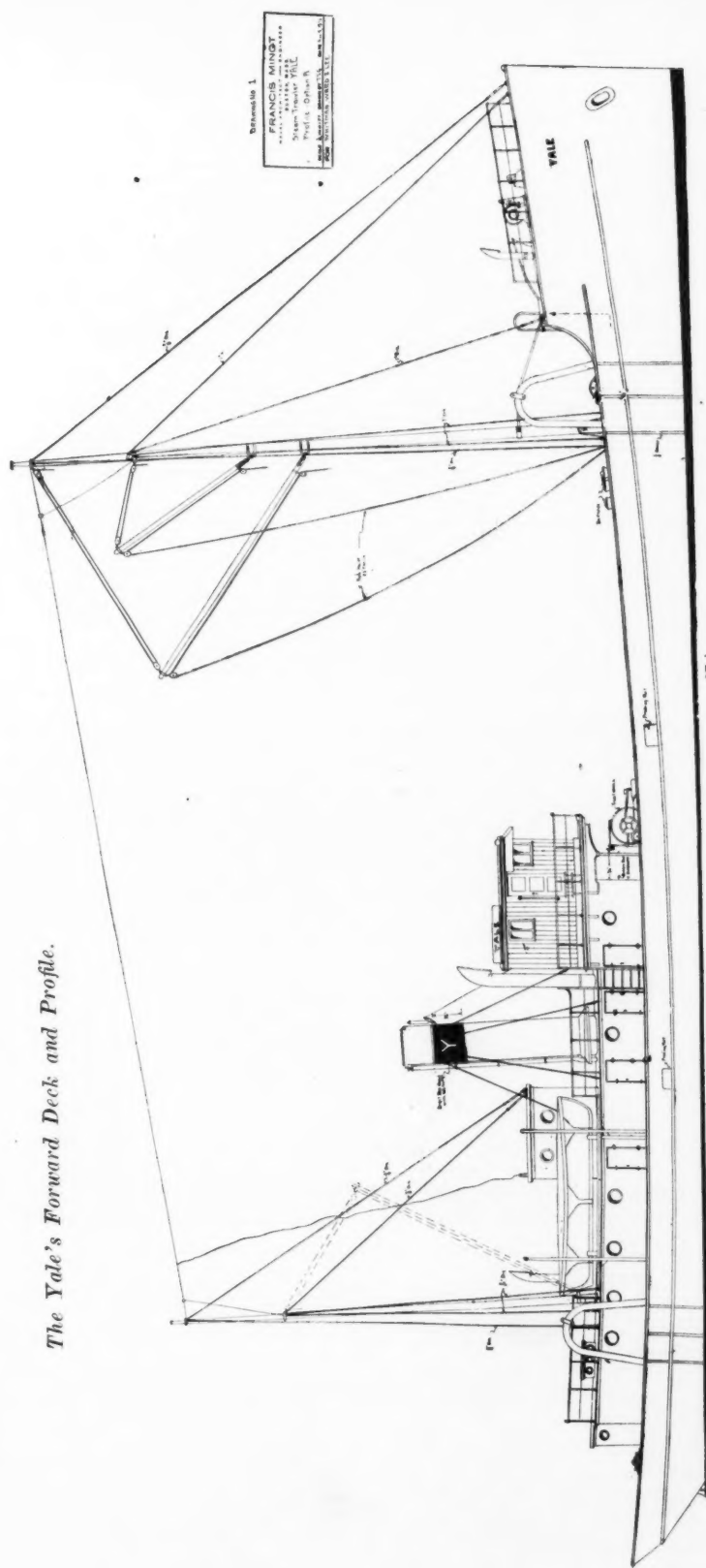
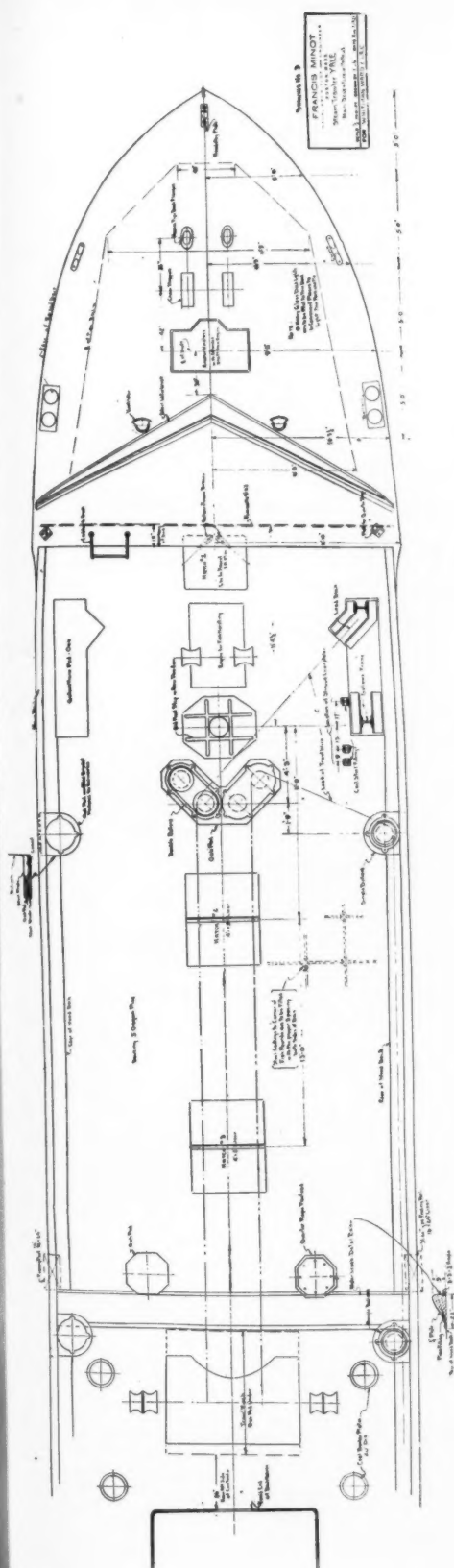
The plans for reconstruction and supervision of the work itself are in the hands of Francis Minot, Naval Architect. A new fore-castle head is to be put in, giving room for the crew's quarters on the present main deck. The old fo'c'stle will be storage space. She will be entirely re-decked and will have new hatches, new hold, new pilot house, new raised engine and fireroom house, partially new galley house, new radio room, new deck fittings and rigging, new electrical work, toilets, piping, engine room auxiliaries and gear. All deck structures except the pilot house are to be steel.

The hold of the *Yale* is extraordinarily large, 45 feet long with eight pens lengthwise, and space for refrigerating machinery. It is also unique in that it is to be insulated throughout, including the ceiling and hatches. As far as is known this is the first time that the scheme of installing false insulated hatches has been used.

The regular crew of the *Yale* will be twenty-three men, the extra number over diesel trawlers being accounted for by the fireroom gang. While these reconditioned vessels will go into operation at considerably less expense than the new trawlers being built, they of course cannot have as many years of life left, although their hulls are sound, so it looks like a fifty-fifty proposition between the cost of the new and old if one gets a good buy on a hull that has seen service.



After Deck Plan of the *Yale*.



The Yale's Forward Deck and Profile.

cess. The next step is to feed them to the filleting machines. From these they would be put into tins of perhaps ten pounds capacity, and then on an automatic conveyor, would go into the freezer below. The freezing room is below the main deck, so would be the full width of the vessel and large enough to hold the fillets from three or four sets of the gear. By the time the fourth catch was ready for freezing the tins which were put in the freezer first could go to the hold for storage on ice. As filleting loses about half the round fish our hold can be much smaller than in an ordinary vessel. From the sketches it will be seen that the freezing and cooking rooms and part of the meal hold occupy space saved from the fish hold. The filleting, canning and meal grinding machines are in the extended forward deck house. The forecastle has been moved forward a little, but there is still room for the tanks and storage space the same as usual.

That this is indeed a trawler of the future is certain be-

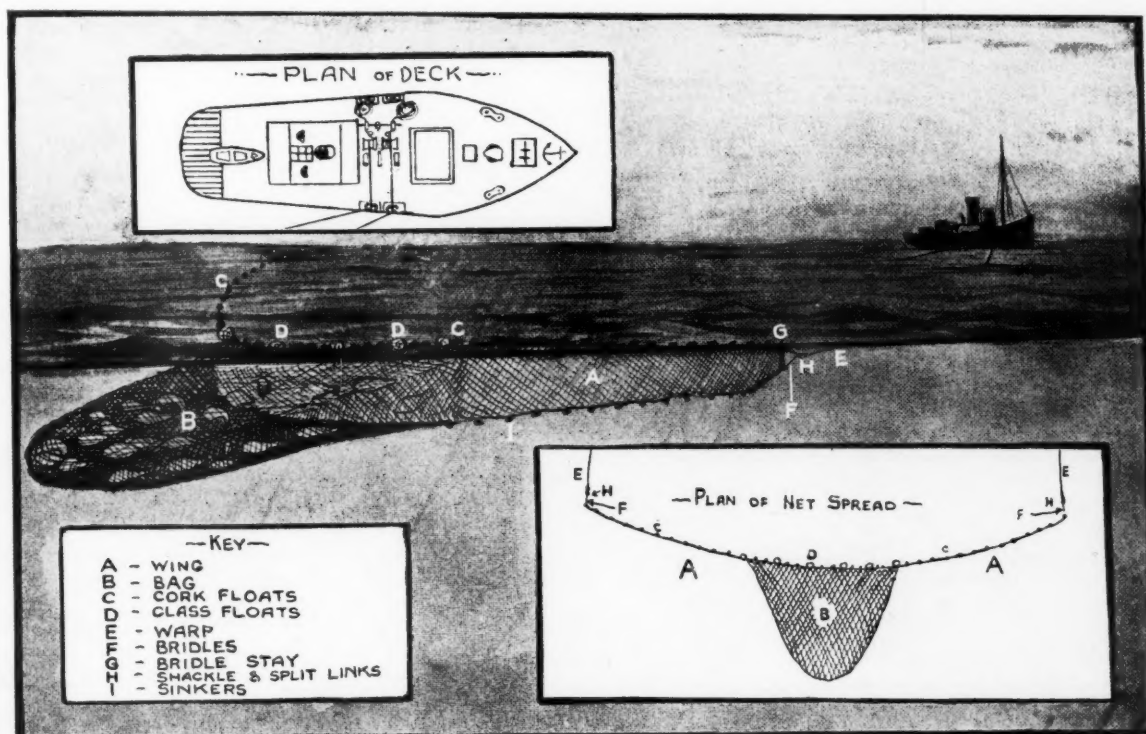
Heat for cooking the meal could come from an oil burning furnace, the same as is to be used for trying out livers in some of the new trawlers. Conveyors to take the fillets from the freezer through the companionways abeam the meal hold hatch to the fish hold, and to hoist them out of the hold onto the dock are nothing but what can be developed when the need arises.

Off-hand it would seem that a vessel of this kind could only be operated by a firm now dealing in fillets. It is practical, however, for an independent owner. He could either contract with a fillet dealer and could deliver wrapped and canned fish all trademarked or he could sell his trips to any of the dealers, in which case the fillets would probably be defrosted ashore and rewrapped. A third and by far the best idea would be for several independent captains to establish their own brand of superlative quality fillets, and to sell them to the wholesale trade as such.



Fishing by the Danish Seine Method

Diagram showing net, bridles and warps in position, ready for hauling in. A description of the use of this gear appeared on page 11 of the August Atlantic Fisherman.



Courtesy of Great Grimsby Coal, Salt & Tanning Co., who furnish all gear for Danish seining.



cause as yet there are no filleting machines which are sufficiently reliable in every way to compete with hand labor, and our entire proposition is based on going through the various processes automatically. There soon will be practical filleters because any number of inventors are perfecting their ideas. The rest of the machinery is simple enough. A freezer of the required size would occupy only a space something like 7' x 3' x 5', and only needs about a 5 h.p. motor for power. \$3000 would probably cover its cost and the insulation of the freezing room. A machine of this size would give low enough temperatures to freeze the fillets quickly and solidly, so that they would be of the best possible quality when they were removed from the hold.

Fillets manufactured at sea would obviously be so much better than any made ashore that they would command a premium price, well over and above the return necessary on the extra cost of fitting out a vessel equipped for the work. Talk about fresh fish! It would be cleaned, cut, wrapped and frozen within an hour from the time it left the water. There is no need whatever of forking the fish at any stage of the operations.

Besides the quality feature of the fish, we have a means of utilizing what is now an absolute loss—the unmarketable part of the catch and the refuse from the first cleaning. The returns from this alone should be enough to pay for a large part of the extra investment.

The Great Grimsby Coal, Salt and Tanning Co., Ltd.

The World's Largest Fishing Supply House

ALTHOUGH the Great Grimsby Coal, Salt & Tanning Co., was formed merely for the purpose of supplying the fishing trade of the port of Grimsby, England, with coal and salt, it is now so closely affiliated with trawling and dragging throughout the world and has been such an important adjunct to the development of these fisheries on this side of the Atlantic as well as in Europe that a brief history of it is interesting.

The Company was formed in 1873 by a group of smack owners who believed that there would be a price advantage

was engaged. 1893 saw the opening of the first branch, that at Aberdeen. This has since been augmented by offices at Fleetwood, Milford Haven, Brixham and Lowestoft, thus circling England, Scotland and Wales. Agencies are also maintained in Nantes, Lisbon, Huelva, Reykjavik, Ostend, Barcelona, Faroe Islands, Boston, New York and San Francisco. The machine shop was enlarged and a boiler-making shop added at about this time.

Machine made trawl twine was introduced in 1899 by a subsidiary, the Grimsby Cordage Co., since grown to the large-



in securing their coal and salt direct from the mines. A firm engaged in the comparatively new business of tanning nets and lines was purchased, and within a year or two rope, paint, oil and ships' compositions departments were added.

About 1880 wire rope came into use aboard fishing craft, and in 1882, after acting as selling agents, the firm established a twine walk and started manufacturing.

By 1884 Grimsby, as a fishing port, was double its 1873 size. There were upwards of a thousand boats registered and the North Sea Steam Trawling Company had started the first two steam trawlers, the *Aries* and *Zodiac*. The growth of the port taxed the capacities of the Coal, Salt & Tanning Co., so a new company, an outgrowth of the original, was organized and expansion continued.

In 1888 the manufacture of fishermen's clothing was begun, and a shipsmith, the start of the engineering departments,

est manufacturers in the world of this kind of cordage.

The first years of the twentieth century saw the Company becoming international in its scope, with contracts being placed for gear from various foreign and British Colonial countries.

With no less than five hundred of Grimsby's seven hundred trawlers being drafted into Admiralty service at the outbreak of the war, a serious cut was made into the business of the Company, which amounted to almost \$5,000,000 annually, a tremendous volume for the fishing industry. But the facilities which had served the fisheries were turned to war-time needs, and netting for harbor defense was manufactured; also oil clothing for the army and navy. Outfitting and repairing mine sweepers kept the shops humming.

Expansion has continued since the Armistice, and the Grimsby trawls have become well-known in America with the increased number of draggers.



By Alfred Elden

ALTHOUGH Harry W. Adams, the veteran tuna fisherman of the Catalina Tuna Club, returned home in mid August without the satisfaction of having killed, through rod and reel, one of Casco Bay's giant tuna or horse mackerel, it was simply because he would not let his boatman gaff the fish after it had been brought to the surface. The rules of the tuna club require that the actual catching and killing of the tuna must be done by the fisherman.

Adams demonstrated to the satisfaction of all that the greatest game fishing in this country lies right here off our New England coast. Upon half a dozen different occasions, after battles which lasted from four to eight hours, he brought horse mackerel alongside his boat where his boatman might easily have lanced or gaffed them. But this, Adams would not permit. And he was unable personally to administer the *coup de mort* because he did not have a long enough gaff.

The Catalina rules permit an eight-foot gaff and next summer Adams is coming back with all the proper equipment and the fishermen are sure he will land not one but several of the great creatures, beating, it is hoped, the record of Zane Grey, the author, who landed a tuna off the Nova Scotia coast with a rod and reel that weighed 758 pounds, the record to date. The largest tuna ever caught by a Catalina Tuna Club member in California waters was one weighing 251 pounds, taken by the late Colonel C. P. Morehouse in 1890. Angler Adams expects little difficulty another summer in beating this club record for in Maine waters such a tuna would be considered a "baby".

Meantime, sport fishermen have descended on the Maine coast, all eager to be the first to land one of the creatures and thus beat out the veteran Californian. As many of them are experienced at big game fishing, having fished at Catalina and in Florida waters, it will be surprising if somebody doesn't turn the trick this present season.

It is all good advertising for the New England coast and undoubtedly means the beginning of a sport fishery that may attain as great if not greater reputation than those of California and Florida. The fishermen also find these sportsmen willing to pay. One man is receiving \$50 a week straight for his services and his boat. At many points along the coast these sportsmen are paying \$10 a day to the fishermen every day they go out for tuna.

Luther Maddocks, the veteran Boothbay Harbor fish packer, speaking of the great number of horse mackerel being harpooned and sold by the fishermen this summer, says, "Why, when I was a young fellow they used to frequent the mouth of our harbor. Two of us would go out in a dory looking for excitement. Once we harpooned one the fun began. We used a solid harpoon with a long, stout warp attached.

"One of us tended the line and the other steered. Talk about this outboard motor fad. Those fellows don't go much faster than one of those big 700 or 800-pound horse mackerel would tow us! It took some quick work at both ends of the dory though, let me tell you. The fellow in the bow would have to pay out line when the fish sounded, keep a strain on it all the time, and get in the slack when there was any. In the stern the chap with the steering oar had to be on to his job too.

"I have had a tow, going like mad, out of the harbor clear around Squirrel Island and back almost to the starting point, before our prize would weaken and finally drown himself, or until we could get him alongside and lance him. There was no demand for them in those days and after we cut their livers out for the oil we left them. But let me tell you it is one thing to iron a big tuna, toss over a keg and let that drown him, the way you kill swordfish, and its quite another to harpoon him and keep the end of the warp in your dory!"

Since the first of August the Portland, South Portland and Yarmouth sardine factories have been getting herring enough to run on a fairly regular schedule. Old fishermen say that never have they seen dogfish so numerous as this summer and they believe these sharks are responsible for keeping the herring from schooling inshore until recently. But apparently large schools are now around Casco Bay and the Sheepscoot River and the dogfish are holding them there.

Not only do the dogfish play havoc with such schooling fish as herring and mackerel, but they also are injuring our food

fish supply, eating the vegetable matter found on the bottom and all small forms of animal life, upon which the cod, haddock, eusk and other market fish feed.

Some of the best catches of the small sardine herring are being made along the Falmouth Foreside shores of Casco Bay. Recalling how prolific these waters always have been in good herring years, Luther Maddocks told me an interesting incident of 1908 when he was running his Boothbay sardine factory full blast.

"I owned a little sardine steamer called *Kearsarge* then," said he, with a Captain Farnum in charge. Well, sir, in the month of November our factory gave employment to 100 hands for 28 days, and the *Kearsarge* made 28 trips from Broad Cove,

Falmouth Foreside, in Casco Bay to Boothbay Harbor and back. Every morning the boat would be tied up at our wharf here with 125 barrels of fine fish in her hold.

"She would unload them and go back to Casco Bay. The fish were seined about sundown or a little later. It's mostly night seining now as the fishermen find it easier to locate the herring by their phosphorescent glow than by the surface ripples. It took only one pursuing of the seine for the *Kearsarge* to get her full load. But that 28 trips could be made practically on a time schedule in the month of November was a remarkable thing."

Deputy Sheriff John Parker, of Richmond, went swimming at Popham Beach one of those hot August days, and when he came ashore he had a good sized hake prisoner in his hands. Something drove a small school close to shore and the nimble deputy promptly "handcuffed" his dinner for that day.

Portland city officials are making an investigation into complaints of summer cottagers on Peaks and Diamond Islands and at the East Deering shore that sardine fishermen dump large quantities of dead herring overboard polluting the waters and causing offensive odors.



Harry W. Adams fishing for Horse Mackerel from Capt. Herbert Doughty's Hampton.



By M. E. McNulty

AT St. Peter's Church, West Pubnico, N. S., recently, the marriage took place of Miss Geneva Surette and Oscar d'Entremont, both of the Pubnicos. The bride is the daughter of Armine Surette, interested in fish production out of the Pubnicos, and the groom is the son of Luxime d'Entremont, also engaged in the Pubnico fisheries. The groom is operating also in the fisheries.

At the Stella Maris Church in Meteghan, N. S., Miss Lina Trahan of Meteghan and Jeremiah Doucet of Saulnierville, N. S., were the principals in a recent wedding. The bride is the daughter of Moses Trahan, active in the fisheries at Meteghan. The couple will live at Saulnierville.

At a recent aquatic meet held at the mouth of the St. Croix River, Austin Porter and Harmon Seals, both fishermen living at Wilson's Beach on Campobello Island finished in a tie in the motorboat race. This race was the feature of the meet, and was one of the most exciting races ever seen in Passamaquoddy Bay.

The Canadian Department of Marine and Fisheries has taken cognizance of the need for development of more scallop beds. A survey has been under way along the Bay of Fundy shore between Minas Basin and Shelburne around the provincial south shore on the Atlantic side. H. S. LeBlanc of Digby has been serving as official observer in behalf of the department. The *Madeleine A.* was commissioned to make this survey, with Capt. Walter Doucett of Wedgeport, N. S., in command. Assisting was Capt. Roland Wormell of Digby, one of the pioneer scallop producers of the Bay of Fundy, who now operates one of the biggest boats in the Digby fleet of scallopers.

The *Madeleine A.* was fully equipped for the experimental dragging. Other boats had been dragging previously over the same territory but had little success, although all the scallopers are of the opinion that at least a half dozen very large beds exist there. The survey will consume about three months and possibly four. During that time every foot of the bottom will be explored in the effort to locate the big scallop beds. The survey boat will be used for the dragging right off the shore and also as far as 15 miles from the nearest land.

The finding of the scallop beds will be a great boon to the scallop producers, as it will open up new and untouched areas for their dragging operations. All of the scallopers are confident that, with the experienced men in charge of the expedition, the best of results will be attained. The men of the Digby and Bay View fleets as well as those who have

recently entered the fishery from Brier Island ports and Yarmouth, have been in favor of a real survey for some years.

Charles H. Watt of Amherst, N. S., is a fish producer on an unusual scale. Four years ago, he decided to begin raising gold fish in a small pond in the rear of his home. In the pond he had been cultivating water lilies for sale, as a side line. In 1924, he bought a bowl containing about a half dozen goldfish, each about one and a half inches in length. He liberated the gold fish in the pond. When late fall came, the pond froze over solidly. Mr. Watt had no expectation whatever that the gold fish would be alive when the ice broke up in the spring. He was, therefore greatly surprised to see a half dozen gold fish each about three inches long and about two dozen tiny fish, swimming about the water, when the ice melted away. Each year the number has increased despite the sale made by Mr. Watt. He now has about 5,000 of the gold fish in the pond. Some of the highly colored creatures are over a foot long.

When Mr. Watt approaches the pond, there is confusion among the gold fish. They recognize his footsteps and swarm to the part of the shore nearest him. He feeds them several biscuits every day during the spring, summer and fall. The balance of the food they get in the pond, themselves. They jump out of the water after insects like trout and salmon. Mr. Watt has found the gold fish breed very quickly and in large numbers, and are much harder than he had supposed.

Among the prizes offered in connection with the Old Home Week celebration held at Freeport, N. S., beginning July 30 and closing on August 3, was a cup donated by Royal C. Wells of Gloucester, Mass., manager of the Frank E. Davis Company, fish buyers, packers, etc. Chairman of the water sports committee was A. H. Thurber, manager of the Freeport branch of the Davis firm. The baseball games were confined to teams representing Tiverton, Westport and Freeport, all fishing ports of Brier Island.

Included in the number of former residents of Freeport brought back to the town by the celebration were hundreds of fish producers, who are now living along the Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York shores, and sailing in the deep sea fisheries out of New England and New York ports.

With the lifeboat at Bay View, N. S., being under repairs, Archibald Moorhouse, engineer, and Judson Handspiker, a boatman of the Bay View life saving station, had to row a small boat through Digby

Gap. The men put forth in a heavy sea at dusk to rescue a Port Wade fisherman who had anchored his small boat in the gap. His plight was noticed by the keeper of the lighthouse who notified the life saving station, fearing the waves would smash the small boat to atoms on the rocks near the lighthouse. On their way to the spot at which the fisherman had anchored, Messrs. Moorhouse and Handspiker met the fisherman coming toward them in his motorboat. It developed the cause of his distress was the refusal of his engine to work.

The Johns family, consisting of a father and three sons claim the record for heaviest production in a single day's fishing. The Johns live at Delaps Cove, N. S. The head of the family, while fishing from his motorboat within a mile

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MUTTERINGS OF THE MASTHEADMAN

AT least ten trawlers are to be added to the fleet landing their trips at Boston next winter. Some are new and others are being reconditioned, but they are all new units in so far as whatever they produce will be over and above the landings this year. Besides the vessels running to be additions to the fleet the New York amounts to the biggest part of all these trawlfleets for inland waters. In other words, vessels get to work estimating conservatively, at least a million pounds more fish on the market every week from them alone not taking into consideration the additional landings from other sources. This is an increase of twenty-five or thirty per cent, or about double the average increase for the past five years.

It would be easy for the Mastheadman to write an optimistic song and dance on this wonderful growth in such an old industry, but to be honest he would sooner see just where this million pounds is going so suddenly. Spread the increase over a couple of winters and it would look good, but not knowing too much about merchandising and distributing fish he is somewhat conservative on anticipating good prices at the Pier next February.

On the other hand, they are good men that are putting up the money for this construction and they ought to know what they can do with the fish, so rather than make any pessimistic predictions, the Mastheadman merely wants to stress the advisability of getting every craft into the most efficient condition.

It is certain that the owners of each new trawler are going to fish her hard and fast, so every vessel must be in tip top shape and equipped with nothing short of the best

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By Joseph C. Allen

THE reporting of conditions as they have been for the past thirty days around this neck of the ocean is an exceedingly pleasant task at this particular time. In fact, your humble servant who plies the pen would be pleased to hold this up until Christmas, it being ballasted to the bobstay with good cheer. The luck has been great, the weather made to order and all is well.

There has been no season in many decades when the swordfish have been as plentiful as they are this year, nor so close inshore and since August hove alongside, the critters seem to have increased in numbers every day. Every boat large enough to support a bowsprit and pulpit without dipping her nose under has been fitted with the necessary gear and has gone to sea after the longbills, and there have been no disappointments.

Actually, some of those fish seem to want to be captured and follow the boats around, wagging their tails and rubbing against the sides. At least, that's what some of the boys

Menemsha Creek (upper left) is almost deserted on moderate days, except for Captain Butler (lower left) wrapping up a "mess" or two for summer folks, and Carl Reed who holds down the store (upper right), selling pickles, preserves and petrol to the boys, mostly at night. (Lower center) the boat-shop of Manuel Swartz, Edgartown, where everything from goose-decoys to fishing sloops are turned out and where the gang hangs out when ashore. (Lower right) this is the old cuss himself, Manuel Swartz, working for his mince pie as usual.



claim and we never have caught any of them foul yet. This sort of thing don't really help the fishing though, because all the boats carry their pulpits on the bow and its impossible to do good work with the iron, off the stern. The way some of them operate is to work in pairs, one boat calling the fish and the other following up astern to do the killing. Again, we repeat, this is the dope that drifts in from offshore and if anyone expresses a doubt, the boys simply point to the string of dried flukes on the sides of the bathhouses. Some of them won't require shingling for years, so well protected are they with swordfish tails.

Another thing that has been running lively is the small mack'rel. Tinkers and bullseyes, they have filled the sound so full that nearly all the water has run out of it at times. Newspapers have carried accounts of ocean steamers being forced to slow up on account of these fish schooling outside and it may be a fact. In the sound, however, the coastwise traffic has not been seriously interrupted by the schools, they

having been pretty well inshore of the channel.

While the bullseye mack'rel don't sell at all and hundreds of barrels have been run over the top-lines, the tinkers are in demand and the boys sell all they can catch. Beside these, the sound traps have caught but little save a moderate run of small butters that have held very steady right along.

There are a pile of small flukes and pugs this year. Everywhere the small otter-trawlers go, the luck is about the same. There are some big fish, very big ones in fact, but mixed in with them are a great quantity of tiny ones that are hardly large enough to make a good meal for a husky tomat. The peculiar thing about it is that one boat will get a haul of big fish while another, dragging right alongside, as you might say, won't get anything but the babies.

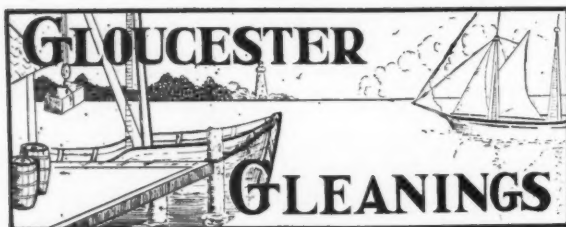
This has been one royal lobster season and August has been the best month. The lobsters have stayed inshore longer than they have for generations and the fishing has been far ahead of the average on the offshore ledges. The destroyers, mentioned last month, have put a serious crimp in the season for some of the boys, but even with the big loss of gear, most of them will do better than common. The protests of the boys against the destroyer practice on the lobster ledges, seems to have reached the proper parties and there is some agitation around Washington that promises to bring about the desired results. It will be too late to effect this season, in all probability, but perhaps the ships will be kept off the grounds next year.

Our handline fleet is not doing as well as last season. There are plenty of scup but they are not as large and in consequence, do not bring the price that last year's catch did. The sea bass, that run with them, are plentiful in spots and are larger than common, but the best of them are in mighty

ragged water where the small boats make pretty heavy weather and they don't venture into it except at rare intervals. Such large boats as are engaged in handlining, fish this rough water regularly and with very good luck. Just one more argument in favor of bigger and better boats.

There are plenty of indications that our lost species of fish are coming back, are here, in fact, although they have steered clear of the Island gear pretty well. We got the report of some big hauls of bonita at Newport, Rhode Island, early in the month and the boys all thought that they would strike on around here. There have been a few very good fish taken almost every day and some squiteague have shown up as well. Just about the middle of the month, the boys in Buzzards Bay hailed the biggest haul of squiteague in years and big blues were raised at the same time, some being caught on drails. Capt'n Tom Pease, of Edgartown, raised a school of striped bass on the flats in Edgartown Bay just a day or two before. He was in his power eat and said that

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By Eddie Goodick

As we go to press it is learned that the yacht *Tertia*, which was stolen from Gloucester harbor, has been recovered due to her being recognized in Liverpool, N. S., from the cut which appeared in this column last month. E. C. Sallows, Fairbanks, Morse & Co. representative on the South Shore and a reader of the *Atlantic Fisherman*, had his suspicions directed toward the *Golden Bloom* when he saw the similarity between it and the picture in the "Fisherman's Maga-

zine". Upon investigation officials found that the *Golden Bloom* and the *Tertia* were one and the same.

The *Isabelle Parker* was built by J. F. James & Son at Essex in 1926 for Capt. Enos Nickerson. At the time of the accident she was commanded by Capt. George Goodwin.

After taking out her fish the *Parker* was towed to the Rocky Neck Railways, where she will be put back into shape again. It is estimated that it will cost between \$15,000 and \$20,000 to put her in condition. The work of reconditioning her is being done under the direction of Sherman Tarr of the Rocky Neck Railways.

Salvatore Pussatruze, a lobster fisherman, was arrested by Game Warden Carl N. Grant, for having 17 short lobsters in his possession. He was fined \$2 for each lobster, \$34 in all. Expensive lobsters.

The wharf property formerly belonging to M. Walen & Son, which was sold some time ago at auction has been transferred by Peter Israelite to Miss Ray Adams of the Atlantic Supply Company. The property will be held by a stock company, which is being formed, it is said, but no details as to the nature of the business to be carried on could be obtained.

Another explosion destroys the Sch. *Mary F. Ruth* of New Bedford,

Births and Deaths in the Fishing Fleet



Center: The *John Mantia* slipping from the ways at the Story yard.

Upper Left and Center: Hundreds of summer people were interested spectators at the birth of the *Amelia M. Pereira*, launched by J. S. James & Son.

Lower Center: Sherm Tarr, manager Rocky Neck Railways;

George Roberts, rigger, and one of his men, Bill Baxter; Bill Landry, manager Arnold Winsor fleet.

Other photos are views of the crack dory fisherman *Isabelle Parker*, hauled out after being rammed by the excursion steamer *Nantasket*. The nose of the steamer went half through the *Parker* just abaft the foremast.

zine". Upon investigation officials found that the *Golden Bloom* and the *Tertia* were one and the same.

THE steamer *Nantasket*, of the *Nantasket Beach* line, and the schooner *Isabelle Parker*, owned by the Arnold & Winsor Company of Boston, were badly damaged in a collision in Boston harbor recently. The accident happened on the morning of August 10th while the harbor was blanketed by a thick fog. The *Nantasket* was bound from Boston to Pemberton without passengers, when she ran into the *Isabelle Parker* in the straits between Peggy's Island off Galloupe's Point and Nix's Mate. Both boats were badly damaged and the *Parker*, leaking badly, was rapidly sinking. The crew were about to take to the dories when the tug *Waterhouse* from Galloupe's Point came to the aid of the vessel and beached her on Peggy's Island. After making temporary repairs, the *Parker* was towed to Gloucester, where she took out her fish. She had about 60,000 fresh fish aboard at the time of the accident. Only one man was injured in the crash, he being a member of the *Parker's* crew. His arm was jammed by

formerly of this port. The explosion occurred while the vessel was laying at the Government Pier at Isaac's Harbor, Halifax County. None of the crew were hurt. A backfire from the engine of the lighting plant caught some crude oil and gasoline which the schooner had just taken aboard and in a few minutes the vessel was ablaze from stem to stern. The *Mary F. Ruth* was owned by the Hathaway Company of New Bedford.

A 12 pound codfish, taken on South Channel by the steamer *Breaker*, Capt. Augustus Dunskey, was found to have fastened to it a Canadian fish tag numbered 9504, placed there by the Canadian Fisheries service in its efforts to study the habits and migration of fish. The cod was taken 85 miles southeast half south from Highland Light, many miles from where it was tagged. The tag and data have been forwarded to Ottawa.

The schooner *Evalina M. Goulart*, Capt. Manuel Goulart, towed the schooner *Mystic*, Capt. Frank Rose, 225 miles from the peak of Browns to Gloucester. The *Mystic*, while fishing on Browns broke

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Captain Thomas M. Nicholson Passes

By the Fishermen's Doctor

WE have to note the passing of Capt. Thomas M. Nicholson of Bucksport who died on August 13th at Eastern Maine General Hospital in Bangor. He was born in Boston, Mass., the son of Capt. Angus and Elizabeth N. Nicholson. He took readily to the water and followed the sea from early boyhood, and as a young man took up the fisheries business for a livelihood, showing much aptitude. He soon filled berths of responsibility, and when he was twenty or twenty-one years of age he was Captain of his own ship. When eighteen he owned four deep sea vessels, the *A. V. S. Woodruff*, the *N. E. Simmons*, the *Mattie F.*, and one other. From a very modest beginning he built up an extensive business in handling and buying fish, and carried on an extensive trade in lumber, salt and coal in addition to his fisheries.

There have been many changes since Capt. Tom started in. At the early days fishermen brought their catches to shore and home-ports and sun-dried them on fish flakes on the hillsides. A little later the custom was instituted of putting the fish in brine or salt pickle on board the vessels. In his early years, many a time, Capt. Nicholson was seen taking a schooner load of sun dried fish up the Penobscot to Bangor where he sold them to the wholesalers, and this was largely the beginning of his fisheries business.

When the brine or pickling process came in vogue Capt. Nicholson was one of the large promoters, and at eighteen began buying fish largely and a while later after much experience in catching, curing, marketing and exporting fish, he began bringing his fish to Bucksport, where he finished curing them and his name was well known in most all trade centers.

Thirty-five years ago Capt. Nicholson was at Commercial Wharf in Boston outfitting the vessel *Arthur V. S. Woodruff* for the Grand Banks. It was to be his last trip as master because he had decided that his larger interests demanded his attention in a larger way, whereas he could employ a competent skipper to take his captain's berth. Capt. Tom was naturally a driver. His vessels were well found and grub staked.

At the height of his career, early in the World War, he was reputed to be the largest individual owner and proprietor of fishing vessels on the Atlantic coast.

Thirty-five years ago, as previously stated when he had decided that he must take charge of many vessels instead of being skipper of one particular vessel, fitting out his schooner the *Arthur V. S. Woodruff*, he said he wanted to bring home the largest cargo of fish yet brought into Bucksport, and going to the Grand Banks, he stayed on the job five months and then came into the Penobscot and up through the narrows bringing 648,000 pounds of salt fish, not only the largest fare ever landed at Bucksport but the best record ever made on the coast. It is yet to be beaten.

In short order he acquired a large fleet of worthy fishing vessels which of itself was a record.

An incomplete list of the vessels is as follows:—

His first command was the schooner *White Foam*, others follow: *Amy Knight*, *Jessie Lena*, *Hesper*, *Judique*, *Gladiator*, *Frank S. Pierce*, *Irrving Leslie*, *Arthur V. S. Woodruff*, a three master, *N. E. Simmons*, *Mattie F.*, *Ada S. Babson*, *Gen. Coggeswell*, *Hannah Comer*, *Edgar S. Foster*, *N. B. Stetson*, *Wm. Mattheson*, *Willie L. Swift*, *Annie C. Queiner*, *Regina*, which in 1923 was considered the fastest vessels which had sailed out of Boston.

While acquiring his fleet, with foresight he trained a renowned roster of eminent skippers. Among them were—Captains John Peterson, Fred L. Dorr, William Showman, John Devereaux, now at Sailor's Snug Harbor, Leslie A. Gilley, Allan McIsaac, who was with Capt. Nick fifty-three years, and who for many years was fleet captain and manager in many positions of authority. Other skippers were—Captains William McKay, John McKay, M. Critchell who has left two worthy daughters in Bucksport, William Goodwin, Percy L. Dorr, Solon Peterson, Murdock McInnis, John McInnis and Chas. Cushing. In those days, to be mentioned as one of the skippers of the Capt. Tom Nicholson fleet carried renown and distinction.

Capt. Nicholson, although he often handled other fish, devoted most of his attention to codfish, and later, also herring. He specialized in cutting and putting the cod up in packages and boxes under various trade names and brands. He also specialized in smoked herring and some boned herring, and sold them under different brands and grades.

He, Capt. Nick, employed a great many men at different times, both in his vessels, and also in Newfoundland—principally buying fish, and at Bucksport processing and cutting and handling fish, and also many others in handling and shipping salt and coal which served as sidelines with the fisheries, and, too, he used many in the early days in trading in fruit in the West Indies. For many years the Nicholson Fish Company was a great resource for Bucksport, furnishing employment for a great many of the inhabitants and adding much valuable property to the town's valuation. Capt. Tom believed in using his workers well and paid not only the prevailing wage, but voluntarily raised wages, and was the first man in this section to raise pay for day labor from \$1.50 to \$2.00.

At one time, near the beginning of the world war, Capt. Nicholson had a fleet of seven vessels at Newfoundland, and the Gloucester fleet was there too. Bad weather and ice floes and dangerous ice conditions beset the fishermen, and it became a duel between the Nicholson fleet and the Gloucestermen in endurance and hardihood. The Gloucester fleet held, but Capt. Tom hung on and fished and traded and withstood the ice in the Bay of Islands till he had loaded the last vessel of his fleet. Nicholson tenacity won out and Capt. Tom on this occasion cleaned up a considerable bit of money. Hang on in spite of ice and all Hell had been the orders he had issued. Capt. Nick bought the fish and in that winter of 1916 he left over \$75,000 in Newfoundland. Newfoundland, as well as Bucksport, has good reason to remember Capt. Nicholson, for in addition to spending lots of money there he brought to the Newfoundlanders great quantities of potatoes to fill an urgent need. He worked himself and his men, too, and had a keen understanding of his men and affairs, and all his crew both afloat and ashore liked their boss and built up an upstanding loyalty and morale for the Nicholson Fish Company of Bucksport, Maine. Capt. Tom was always working and dressed and fared as did his men, and they could not be told apart. It is oft repeated that he was one of the finest men, ever, to go on a cruise with.

His business in salt, aside from the fisheries, was a great institution in itself. Let me tell you truthfully that in the old days of Captain Tom in the activity of his heyday the Bucksport waterfront presented a far different aspect than its present appearance. The grand old Penobscot river and Bucksport harbor was alive and teemed with activity. Square rigged ships and barques from Trepanni and Turk's island with cargoes of salt for Capt. Nick, or trim, taut rigged schooners in from Newfoundland with large fares of fish for Capt. Tom's workers to process and market, lay at the wharves or in the stream, arriving or departing or else were fitting out. The inhabitants of Bucksport and Verona were industrious and happy, and T. M. Nicholson was the inspiration of it. Too, we must not overlook the vessels and steamers from New York and Philadelphia with coal for Bucksport. Some of our frank and clear thinking old timers do not forget this, and have a fresh memory of what Captain T. M. Nicholson did for Bucksport for many a year. What a pity that some worthy successor was not afloat ready with the vision and ability to carry on and keep the port flourishing and alive. A word of the state of affairs might not be amiss. Captain Tom was always square as a cut stone at Fort Knox. He paid his bills, he paid his workers and their wages were always ready for them on arrival in port. But in the rush and turmoil of the world war he turned over a lot of funds, and when the war ceased as it had to sometime, but no one knew how soon, the market for fish fell out and the Nicholson Fish Company was caught, and soon things were in the hands of a receiver, the importing, exporting of fish at Bucksport was at an end. Since then Capt. Tom had been in poor health and from lack of heirs to take hold, he was somewhat neglected, but thank God some friends were left who did what they could.

Capt. Nicholson had for the most part good luck with his vessels, though it were better to say that his care and foresight brought good fortune to his fleet, most of the time. However, *Deo Volente*, he suffered some disasters. He lost the *Elizabeth M. Nicholson* in a hurricane at Turk's Island; the *Mattie F.* was lost on Cape Breton, when she ran ashore in a gale of wind; the *Edgar Foster* was lost off Barnstable, in Massachusetts Bay, in the same storm which doomed the steamer, *Portland* in 1898; the *General Coggeswell* ran ashore on Cape



Captain Thomas Nicholson.

Henlopen of the Delaware coast in thick weather and was lost when carrying herring to Philadelphia; the *Landseer* was lost in a storm which wrecked many vessels in Bay of Islands.

Of all his crews two men only were drowned, one captain, John Peterson, died at sea, on his vessel. In all, considering the numbers in his fleet, it was quite a remarkable record.

Captain Tom was a Mason and a Knight Templar, and at one time was a Shriner. He attended the Congregationalist church on occasion.

When anyone was hard up many a load of coal was unostentatiously sent out by Capt. Nick, and all in all, he gave considerable to charity, but was very much averse to letting such misdeeds come to public attention.

Gloucester Gleanings

(Continued from Page 20)

her tail shaft, disabling her. Capt. Goulart, fishing close by immediately gave up his trip and took the *Mystic* in tow and started for Gloucester, 225 miles away. Capt. Rose thought at first that he lost his wheel, but after being hauled out on the railways he found that the damage was more serious as he had broken his tail shaft.

Capt. Albert Arnold of the schooner *Phyllis A.* reported to the local police that on July 23rd, while the vessel was 28 miles east south east of Eastern Point, the body of a man was found by him floating in the water. Capt. Arnold ordered a dory over and the body was picked up, but because of its state, it was not taken aboard. The captain said that it appeared to be the body of a man about 50 years old, weighing about 200 pounds. The upper portion of the body was wrapped closely with adhesive tape, a dressing similar to those applied in hospitals when one is strapped for broken ribs. On the neckband of the undershirt were the initials, Z. A. L. The body was clad only in underclothes. The crew wrapped the body in canvas, weighted and sank it.

The local schooner *Angie and Vence* grounded on Great Brewster on her way in to Boston Harbor. The schooner when she struck had about 24,000 pounds of mackerel aboard. She was floated at high tide and towed in to Boston where her fish were taken out.

The unusual sight of seining craft off the shore and within sight of land had been witnessed several night of late off the "Back Shore" at Bass Rocks. Several schools of "blinks" were sighted off the shore lately by the seiners almost within a stone's throw of the land. The operations of the vessels were watched with interest by automobilists who lined the road along the "Back Shore" to see how it was done.

Frank Myles, one of the crew of the local seiner *Nyoda*, Capt. Charles Nelson, caught a codfish recently on the Rips and when it was opened up a rubber nipple was found in its stomach.

Capt. Wallace Walker of the schooner *Thomaston* reports having seen a white whale. While bound into Provincetown recently, a white whale about forty feet long and about six feet wide was sighted between Wood End and Long Point about a half mile off shore. Capt. Walker says that when he first saw the whale, which was about seventy feet away from the vessel, he thought it was a white boat, but when the whale spouted he realized what it was.

Schooner *Olivia Brown*, Capt. Frank Brown, in four trips sword-fishing stocked over \$16,000 and her crew shared \$1,096 each for less than three months work. Pretty big wages.

The white whale is seen again. This time it was seen right in Gloucester Harbor just off Ten Pound Island. It was first sighted by Carl Tarr of the Murray and Tarr Company who called the attention of several others to it. The appearance of the white whale is considered an omen of good luck to the fishermen.

The annual memorial to the fishermen lost at sea was held on Sunday, August 19th, at the Fishermen's Monument and Blyman Bridge.

The following are the names of the men who were lost at sea since August 1927, thirty-five answered the call:

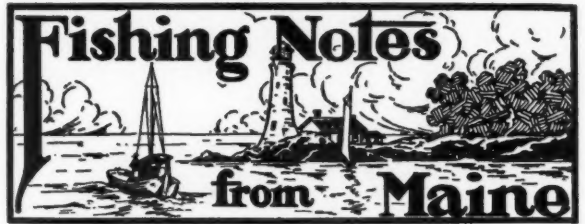
Capt. Alvaro Quadros	Isaac Gould	James McLeod
Capt. Lewis Wharton	Colin Hawley	Joseph Mayo
Rupert Bragg	William Colp	George Williams
James MacAloney	Leo White	Allister Firth
Thomas Hayden	Lyle Huskins	Robert Stuart
Frank Dedrick	Carroll Williams	Capt. Edmund F. Vogler
Enos Belong	Clifford Vogler	James E. Jameson
Clayton Johnson	Frank Calder	Harry M. Anderson
Samuel Belong	Charles White	Manley W. Peterson
Foster McKay	William D. Hemeon	Russell Dall
Arthur Firth	Everett Horton	Caleb Conrad

The fifty foot schooner yacht *Catherine*, owned by C. T. Shepard of Marblehead, was swept on the Dog Bar Breakwater by a north east squall recently. The yacht had just come around Round Rock Buoy at the entrance to the harbor and was seeking to anchor on the Pancake ground to ride out the storm. The anchor was let go, but before it took hold the boat was swept toward the breakwater and struck a rock at the bottom of the substructure. A life boat from Dolliver's Neck Coast Guard Station went out and took the party off of the yacht, landing them on the breakwater where they were cared for at the Lighthouse by Lightkeeper and Mrs. Gilbert Hay. After being given warm drinks the party left for Marblehead by auto leaving the yacht in charge of the crew.

Abram Pigeon, former owner of the Pigeon Spar Company of East Boston, passed away at the home of his son, Carl Pigeon, 381 Western Ave., Fresh Water Cove on August 11th. The deceased was in his 84th year.

The schooner *Amelia M. Pereira* built by J. F. James & Son for Capt. Albino M. Pereira and others of this city was launched at Essex on August 20th. It was estimated that there were over a thousand people present at the time of the launching. The vessel was towed around to Gloucester and docked at the United Sail Loft Company's wharf where she will be outfitted for beam trawling under the direction of M. J. Cooney. The vessel is about 85 feet overall and will have a Bessemer diesel engine installed.

Capt. Thomas M. Nicholson, better known as "Tom Nick" of Bucksport, Maine, passed away on Aug. 20th at the Bangor Hospital. Capt. Nicholson was very well known in Gloucester and his many friends will be sorry to hear of his death.



By the Fisherman's Doctor

LAST week Wingate Cram, treasurer of the B. & A. R. R., gave the annual captain's dinner in honor of the deep water skippers of Searsport and vicinity. The menu and place cards held a miniature reproduction of the full rigged ship *Manuel Llaguna*, which was taken as she entered Boston Harbor after a record trip from Singapore. The following masters were present: Captains Daniel Nichols, Isaac Carver, Albert C. Closson, Benjamin F. Colcord, Henry C. Curtis, Amos A. Dow, William R. Gilkey, William H. Goodell, Clarence N. Nichols, Daniel C. Nichols, Andrew M. Ross, and Joseph D. Sweetser. Sea yarns from the Captain's ever ready supply furnished further entertainment after the feast.

The Maine coast has had several days of unusual summer heat. Even the whales, which seemed to abound, appeared much affected. At Eastport a large school of the big mammals lolled about on the surface of the water, and were very near the shore, and paid no attention at all to the crowds which gathered on the beaches to see them. At Portland the thermometer recorded 89.4 with a breeze over the harbor.

A part of men from back country and some from Bangor spent a delightful night last week at Abel's lobster pound near Sou'west Harbor, and early the next morning went aloft in the motor boats of Sou'west harbor Atlantic Fishermen and nearly beat the record of natives who make handling a business. They brought in an excellent catch of cod and haddock.

Rockland wholesale fish dealers are handling large numbers of good haddock, and the fishermen find them right plentiful and get three cents a pound for them.

Lobstermen all along the coast report the early arrival of shedders. The fishermen at Oceanville have been getting good catches but now they are getting scarcer and the men in many places are taking up their traps.

Fish have been so scarce at Minturn that Harry Johnson has let most of his fishhandlers at the fishstand go.

Oscar Ford of Brooklyn has been bringing herring for bait for the lobstermen.

Charles Parker has bought the motorboat and lobster traps of E. V. Sprague, and is going to try his hand at lobstering.

The Wilson Fisheries at Eastport has been putting up dulce in parchment bags, attractively printed, containing an ounce of first class dulce. Many merchants are handling the new packages to advantage. It used to be sold in bulk but had to be much handled and was wont to gather too much dust, and now the new sanitary bags seem to meet popular favor. It has long been used as a sea food, and has a peculiar flavor which many people like, and besides contains a considerable proportion of iodine which gives it medical value. There are three grades of dulce—the first is of the finer and broader leaves perfectly dried; the second—smaller pieces perfectly dried; the third—that exposed to rain during the drying process, and which has lost some of the mineral content, and has become more or less bleached white. There are plenty of places about Passamaquoddy Bay which supply dulce but the principal supply has been gathered along the shores of Grand Manan, New Brunswick.

Juddy Stinson of Swan's Island has had a good season swordfishing with Capt. Ed. Smith in the schooner *Sunapee*.

A New Bedford fisherman put into Rockland harbor recently with ship afire but it was extinguished by the crew before any great loss.

Haddock are plentiful at Mansett but lobsters are getting more scarce and prices are high.

After a prolonged period of scarcity of herring, and part time employment of the sardine operatives, came a day recently when plenty of herring of oil size were at hand, and boatmen, Canadian and Yankee, were busy as the devil in a gale of wind, transporting the little fishes from veir to factory, men, women and children were working, and the operatives were asked to work evenings, and everything was humming. Then again came vast schools of squid who spoiled the business, then came more little herring. Herring lately have been so plentiful that price dropped from ten dollars to five dollars a hoghead. Laborers have been getting forty cents an hour and that made twenty-five dollars day for some with work every evening.

Lightning struck the Sea Street plant of the American Can Company, and while the fire department was called out and much excitement prevailed, the actual damage was not serious.

The recent heavy storm caused great quantities of driftwood to accumulate on the beaches, and it will be made of much use in curing herring.

The newly built factory No. 3 of the Seacoast Canning Company employs 250 men and women and handles 150 hogheads of herring daily. It makes seven factories running in the sardine city.

This week herring are not as plentiful as they were last week but still there is an abundance and night work is yet going on. It would occasion not much surprise if prices of herring dropped still lower, though at present \$5 per hoghead is the current price. Women make more money than the men in the sardine factories. Several of the real operatives have been dropped recently.

Great quantities of very tiny herring followed the large schools of oil size herring. They were driven in by the recent severe storm and by larp fish. It is reported that workmen and boatmen are organized to put up a fight if herring price drops to three dollars a hoghead as threatened. But always it must be realized that herring may again become scarce and the price advance again, so all hands must abide by the fate of war.

News from THE Provinces

By Harold V. Cunningham

NOVA Scotia's fish catch for July shows continued improvement when compared with the catch for the same month of last year. A total of 28,714,500 lbs., having a value of \$491,167, were landed, while last year's figures were 25,607,300 lbs., for a landed value of \$479,386. Another favorable feature of the monthly report of R. D. Shreve, in charge of the Eastern Division of the Fisheries Department, is the increase shown in the catch of three of the staple varieties, cod, haddock and halibut. The greatest increase was in the cod fishery, 12,777,300 lbs. being taken for a landed value of \$196,158, compared with 9,903,800 for a value of \$142,923 in July last year. The haddock catch was over 1,000,000 lbs. greater than the catch of July last year for an increase in value of \$13,000. Although over 20,000 lbs. more halibut were taken during the month, the value was less due to a decrease in the price paid this season. The herring fishery fell off badly 3,333,600 lbs. being taken compared with 6,144,700 lbs. last year with a consequent decrease in value of about \$30,000. Landings of salmon and lobsters also show a decrease. Very large catches of cod were made during the month in the vicinity of Cheticamp, on the north west Cape Breton coast, bordering the Gulf of St. Lawrence. Here the catch was almost three times as large as that taken last year and fishermen state it would have been larger had they been able to secure more bait. Herring and

to prevent the fish from withdrawing his sword, which would have resulted in the boat being swamped. Capt. Fricker noticed his predicament and came to his assistance just in time for the dory sank soon after. With the harpoon still in his body the fish broke off his sword but his subsequent dash for freedom was unsuccessful and the two fishermen came home with their catch.

One of the largest swordfish taken this season was harpooned off Lingan Head, Cape Breton, early in August by Captain Smith, of Ingonish. The fish tipped the scales at 595 pounds.

Fishermen in Nova Scotia should note that no more seal-nose bounties will be paid by the Canadian government this year. Last month notice was sent out from Ottawa that the appropriation for the payment of the bounty, \$3.50 per nose, was exhausted. It is stated that the placing of the bounty on seals has had a favorable result in the Northumberland Strait, where the seals in former years did great damage to the salmon fishery. A total of \$1,100 was paid out to fishermen at ports along the Strait.

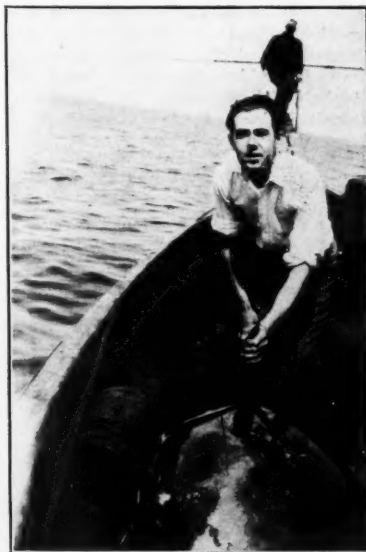
Late last month fishermen were warned to give a wide berth to Cape Broyle, where a serious outbreak of typhoid fever occurred. Warning of the epidemic was broadcast through the government wireless stations to the fishing vessels on the banks as Cape Broyle is one of the main operating bases for the Lunenburg fleet. Many of the vessels take on supplies of drinking water at that point.

Determined efforts are being made to prevent illegal lobster fishing in the Northumberland Strait. Armed with orders to destroy all illegal lobster fishing in the strait the Canadian fisheries department steamer *Arleux*, Capt. Harry Cousins, sailed from Halifax on August 8th for points along Northumberland coast and some good work was accomplished. One result of their patrol has been that illegal fishing on the Kent county coast has been broken up and the crew are in hopes of putting an end to violations of the Fisheries Act in other sections. Another steamer may be detailed to assist the *Arleux*.

Yarmouth fishermen this year are enjoying one of the best summer season's operations in several years. Many thousands of pounds of fish are being landed at Yarmouth every week. On August 8th the schooner *Julie Opp*, Lockeport, Captain Loran Hopman, landed 16,000 lbs. of halibut and 15,000 lbs. of shack, while the *Roseway*, Captain Luke d'Entremont, landed 40,000 lbs. of fresh fish, and the *Cupola*,

Tuna Fishing in the Tusket River.

At the right Capt. Eve M. LeBlanc is in the pulpit on the bowsprit and his son is withdrawing the harpoon from the catch. The left shows Louis LeBlanc and Louis Pothier with a good size fish.



squid were scarce with a resulting curtailment of operations.

The swordfishing season this year opened off the Cape Breton coast earlier in the season than for several years. During July 2,600 lbs. of fish were landed in Cape Breton, compared with none at all during the same month of 1927. From all points along the Nova Scotian coast come reports of good catches of swordfish. It only takes one or two of these monsters of the deep to make a good day's work for the fishermen and larger numbers than ever are engaging in the fishery, one of the industry's best paying propositions.

Early in the month the swordfish made their appearance off Brown's Bank and several Boston and Gloucester fishermen, who had been fishing other varieties on Georges Bank, transferred their operations to the former grounds making several good catches. On August 11th the schooner *Acaushla*, Capt. Ivor Carlson, harpooned 85 swordfish, a welcome addition to their catch of 30,000 lbs. of halibut and 20,000 lbs. of cod.

Off Peggy's the first swordfish were sighted by Elias Johnson, one of the best known fishermen in the district, on August 8th. He notified the other fishermen in the district and the first catch was made by Charles Hubley who harpooned one of the big fellows a day or so later.

At Glace Bay on the south east Cape Breton coast Fred Fricker, veteran fisherman, brought in the first swordfish. Several days later he and a companion, James Turner, had an exciting experience when one of the fish charged the dory in which Turner was fishing, running his sword through the bottom of the boat. Turner with rare presence of mind, lashed a piece of rope around the sword and held on grimly

Captain Andrew d'Eon landed 48,000 lbs.

Isaac Doyle, a West Jeddore fisherman, was "in luck" one day last month when he captured a huge sea turtle weighing over 1,000 pounds. The turtle somehow got caught in Doyle's fishing nets. It had to be killed before it could be landed. The monster measured 8 feet long and 4 feet wide and is believed to be the same seen off Halifax Harbor recently.

The Shelburne shipyards are the scene of great activity these days, working to capacity turning out fishing schooners, pleasure craft, schooners and motor craft, while the boat shops are busy building dories and other equipment needed by fishermen. Old timers state that it is the best year Shelburne shipbuilders have experienced in a long time.

Injured while fishing on the Grand Banks with their schooner, the *Lucille*, Captain Maynard Colp, Angus Conrad returned early last month to his home at Conquerall Bank. Conrad badly injured his shoulder when he fell from the rigging of the schooner to the deck. Another Conquerall Bank fisherman on the sick list is Arthur Cross, who suffered an attack of appendicitis while fishing with Captain Aubrey on the Grand Banks.

John Goodwin, a Gunning Cove fisherman, had a narrow escape from drowning early last month when a dory hauled up on the stern of his fishing craft slipped off and knocked him into the water. Being an expert swimmer he managed to kick off his rubber boots and swam from under the dory which was bottom up, using it to climb back on board his fishing boat.



Standard's New Fisherman Diesel

THE Standard Motor Construction Co., of Jersey City, New Jersey is one of the pioneers in building marine engines in this country. Standard gasoline and full diesel engines are known the world over.

Their latest engine is a small light full diesel of 40-60 brake horse power at 400-600 revolutions per minute. It weighs 3200 pounds with reverse gear and is only 80 inches long. Several of these new type AE engines are being installed in boats, and they are bound to become very popular.

Their simplicity is outstanding; no electrical devices or pre-heating or pre-combustion equipment is required. There are simply four cylinders 6 in. by 8 in. mounted on a substantial base. Removable heads of exceptionally simple design are provided, in the centre of each being the fuel injection nozzle surrounded by two intake and two exhaust valves.

A chrome vanadium crankshaft is mounted in the extra long bronzed-backed centrifugally-poured main bearings supported in webs in the base. From gears mounted on the after end of this crankshaft a very wide face silent Link-Belt chain drive operates the camshaft and pumps. The camshaft is located near the top of the engine and the valve rockers are actuated by push rods.

At the after end of the engine over the reverse gear is the three-plunger fuel oil pump which takes oil from the boat's tanks and supplies the fuel nozzles with the exact quantity needed at the valve, any excess draining back into the fuel supply. This mechanical injection system is simple, well strained and perfect atomization is indicated by the clear exhaust.

For cooling water, a large circulating pump is provided, while the lubrication is handled by two rotary pumps located in the lubricating oil reservoir, reducing piping to minimum. One pump supplies main bearings, connecting rod bearings and moving parts, the other pump lifting oil from the crankcase to the reservoir to prevent excess lubrication.

A small air compressor is driven by the engine, mounted on the side, and this supplies air pressure for starting. This engine does not require light Diesel oil, gas oil or furnace oil for operation, but runs on fuel oil of about 24 degrees gravity.

It is enclosed, clean and runs quietly without vibration. It is simple enough for any man in the crew to run should the engineer be ill on a trip. Full information and catalog can be had by writing to the Standard Motor Construction Co., 134 Pine Street, Jersey City, N. J.

New Kermath Catalog on 85, 125 and 150 H. P. Line

THE Kermath Manufacturing Co. has just issued a new catalog covering the 85 and 150 h. p. medium duty and the 125 and 150 h. p. high speed motors. This booklet is splendidly illustrated, giving numerous views of the different engines, and cuts of the manufacturing processes. Complete information on each motor is included, and a careful study of the pages is an education in modern gas engine construction practice whether or not one is particularly interested in the size motors described.

By J. R. Leonard

A VERY valuable lesson to Long Island fishermen and boatmen in general should be gained in the burning of two yachts here recently. One burned in Shinnecock Bay, a total loss, the other off Pond Point near Westhampton burned and a total loss. The first caused by a backfire, the other a presumably short circuit. A bilge that is flushed regularly and soldered electrical connections, are a good fire insurance. These accidents, to be sure, are more prevalent among yachtsmen than among fishermen.

Reports from the Great South Bay, the home and birth place of the famous Blue Point oysters, are good as usual. In nearly every case the oyster growers report a set. The Great South Bay Towing Co. are busy planting around Sag Harbor.

At Sagaponack Beach recently a horse mackerel estimated as weighing 400 lbs. was driven ashore by two sharks. Two summer residents from the city posed beside the dead fish with their rods and reels, and then cut off the fins to bring home as proof of their skill as anglers. Fishermen are born not made? ??

Again a horse mackerel was caught off Fire Island Inlet, by Capt. Gus McCausky while off shore fishing. It weighed 315 lbs. and brought 25 cents a pound at Fulton Market.

Swordfishing at Montauk, out of Fort Pond Bay, is about finished. This has been a very successful season. It was reported that more fish are being sighted and brought in than for years. The mackerel have worked their way eastward. A tarpon weighing 110 lbs. and measuring about six feet in length was caught off Montauk Point in a trap by J. H. Clark, a well known fisherman. This is the second tarpon to be caught by Mr. Clark this season. The fish destroyed a great deal of the trap before it was caught. It was brought to Montauk Fish & Supply Company's dock where it was viewed by hundreds of curious and was finally purchased by the local hotel, there to be mounted.

Bluefishing is very good indeed, in fact, better than usual. Last year in particular was a very lean year. The traps in Gardiners Bay are yielding well, the fishermen with their "runaround" seines are doing well. One fisherman, Capt. "Deke" Riechart of Sag Harbor, made one sweep of 1,000 lbs. Jessups Rip at the mouth of Peconic Bay, Gardiners Rip at Gardiner's Point and Plum Gut, all have their share of trollers, both commercial and pleasure fishermen. Boats going out from Sheepshead Bay are bringing back 2,000 to 3,000 lbs. a day. Prices at Fulton Market started at 15 to 20 cents per pound but have dropped to 7 cents. The retail market prices still hold at 45 cents per pound.

The writer recently paid a visit to Jamesport and New Suffolk on Great Peconic Bay. These villages in the past have been situated on the best scallop grounds in the country. At one time, I've been told, a fleet of one hundred and fifty or so sloops sailed from each village. They, unlike their New England brethren, can not drag by power, but must make their "drift" under sail, then lift their dredges, return by power and then make another drift by sail again. Quite a number still hold on to their sloops and gear hoping for a return of the scallop. For the past two years there has been practically nothing. This year doesn't look any better. Next year or the year after should prove better as there has been reported a set there. Most of these fishermen have turned to clamming for hard clams. At the rate they are being taken and the method being used I fear that the fishermen there will be looking for something else. Scup or porgies as they are called on Long Island are quite scarce. Sea Bass not showing well in Gardiners or Peconic Bays. Sea Bass are showing fairly well at Montauk.



By Henry H. Brownell

AFTER a rather dull period the Newport trap fishermen who set off the Narragansett Pier shore have had some very good catches of butterfish and small tack mackerel, being under the legal length of seven inches for the New York market, therefore they were sold in Boston and local markets where they range in from eight to eighteen dollars per barrel. These are the same fish that were seen in large schools in Narragansett Bay. When first seen it took thirty-two mackerel in number to make one pound but they have grown so that that it takes only eight or ten now.

Coggeshall Bros. on the twentieth of August shipped from Newport over fifty barrels of butters, taken mainly from

The only two boats following it up very extensively are the *Ann I. Brown* and the *Spray*. Captain LaSalle of the firstly mentioned boat reports flounders and black-backs very scarce. At Point Judith a few days of good floundering was enjoyed, but they were soon cleaned up by the local fleet of trawlers.

The Gamache Bros. of Point Judith who recently bought the schooner *North Star* from Captain E. C. Clark landed on two different trips twenty-two and twenty-six swordfish recently caught off Nomans Land. Captain Clarke, the former owner of the *North Star* is buying lobsters for the Rhode Island Fish Company, also he finds time to run the Pettaquamscutt Casino, just below Saunderstown. He is noted for the excellence of his shore dinners, being largely patronized by his fishermen friends.

While taking up his otter trawls Captain Leo Joel of Point Judith was injured by the breaking of a snatch block, one of the pieces striking Captain Joel over the left eye, cutting him severely so that he has not been able to attend to his business for a few days.

With the election of Captain Frank Lewis to the Board of Directors of the Newport Trust Company full recognition of the importance of the fishing industry will be assured. Captain Lewis is manager of the Seconnett River Fishing Company and is well known in fishing circles all along the Atlantic Coast.

The new ice plant recently erected by the E. S. Peckham



Monhegan Island Harbor



A this summer's photograph of Monhegan Island harbor and its small fishing boats. To the left rises an end of Manana Island upon which is located the fog siren. In the foreground are the rocky islands that help make this offshore fishermen's haven safe anchorage. To the extreme right is the steamboat wharf on Monhegan and over and beyond that the narrow channel entrance.

On all sides save the southerly the harbor is protected from heavy seas, but when an old souther begins singing and piling the rollers in through the opening—well, stout ground tackle is much in order. For many years the Monhegan fishermen have tried for a government breakwater across a major part of the south entrance.

It is said that there are no unsurmountable or even prohibitively expensive engineering difficulties in the way, but somehow a lack of leadership has somehow kept the movement back. This summer, however, some influential summer guests

have interested themselves and a determined effort is to be made to secure the much discussed harbor improvement.

Monhegan's great lobster fishing season is through the winter months when seas are the roughest and a breakwater would be of incalculable value to them. So, too, would the breakwater make of Monhegan a harbor that would be indeed a port of refuge to miscellaneous fishing and coasting craft who are frequently caught out in bad weather. If the fishermen could lie to in Monhegan during heavy weather instead of having to run inshore to Boothbay Harbor or other distant points, it would save them much trouble and valuable time. And time saved by the fisherman in getting to the fishing grounds is of course money.

Monhegan harbor is of sufficient importance to the fishing interests to receive the attention of the government engineers and it is hoped the present effort to obtain the long sought breakwater may bring results.



their traps at Narragansett Pier, this being one of the best hauls of butters this season. Good prices have ruled for fish shipped to Fulton Market this past month. Even the lowly whiting netting a good price.

The fleet of small Otter trawlers usually seen in the bay at this time of year has been conspicuous by their absence.

Coal and Ice Company has started the production of artificial ice. This is a most modern and convenient ice plant with a capacity of sixty-eight tons daily and a storage room for one thousand tons. With wharf recently built by a local fish dealer near the ice plant, Newport has unequal facilities for handling fishery products.

"Blasty" Beckett's Conversion

By George Allan England

Chapter III

DURING the next half-hour the brigantine gathered about all the speed she could stand up under. By the end of it, she was gulping Niagaras of white-water in over her waist and high into her forward rigging. And still the wind piled up. Carrying every stitch, the *Lass* seemed to have more than she could bear and haul on.

Old Solomon at last decided not to tempt Fate or the endurance of spars any longer. He went forward and his tobacco-hoarse voice bellowed down into the fo'c'stle:

"All hands shorten sail! Look alive, me bullies!"

The watch below tumbled out of their "pews," out on deck, and all hands clewed up the canvas, then laid aloft for shortening.

"Furl that upper fore tops'!"

Solomon's order carried above the howl of the wind as it wolfed and snarled through the fiddle-taut rigging. On the quarter-deck he stood in the dark, with feet wide-planted, hands cupped at mouth. He seemed another being, from the mild-spoken old fellow of doldrum hours—a Viking, lent from past to present.

Under his commands, in rapid succession the fore royal, gaff-tops'l, fore to'gain's'l and upper fore tops'l were taken in, then the outer jib and main topmast-stays'l.

"Lay aft and reef the mains'!"

Heaving, tugging and in silence, save for grunting breaths and for the slatting of flailed canvas, they lowered the gaff and made the reef-points fast. The *Saucy Lass* was now running fine and snug, with the wind about a point abaft the beam. She was under lower tops'l and fores'l, foretopm'st-stays'l, jib, and reefed mains'l. Snug enough!

All through the shortening of canvas, Blasty Beckett had kept below. Perhaps he figured he had already done his part; for had he not bought this wind and paid for it, too? Exultation surged through whatever fears he felt.

But all that old Solomon felt was just fear. And so too with many another sailor, that night. Jacob Oake in particular sensed a dread he could not put away; for ever he was remembering the fate of the *Heroules*.

"Lost wid all hands!" he brooded. "An' all along o' rowndin' a cat. Lost wid all hands! . . ."

Yet, as dawn grayed over the now mightily upborne waters, the brigantine seem in no peril. Her long, clean run of bow split the cresting surges, churned them to lather, flung them in leaping cavalry-charges to assail others ever bursting in and in. Astern, white and impotent sea-anger at her swift escape swirled and was swallowed in endless thundering maws. A high and rising sea that was. Yes, but for many a long year the *Lass* had met and vanquished such. Ordinarily there would have been naught to fear. Ordinarily!

All through the forenoon watch the wind held steady, with an overcast and dirty sky. But with the coming of the afternoon watch the wind lulled, only to smite again in nasty squalls.

Old Solomon came on deck to take charge. He had scarce set foot on deck when a giant hammer of a squall hit the brigantine a blow that shivered her as with ague.

Alert and competent, the mate ordered the mainsail lowered, then he had the main topmast stays'l hauled down, and kept her off before the wind a couple of points till the squall should rave itself to exhaustion.

Some twenty minutes of fury finished it. Solomon had the stays'l run up again and the mains'l reset, and once more brought her up to course.

This he had to repeat all of half a dozen times.

"Why the devil don't 'em come right?" he growled. "The doggone squalls comes up widout sayin' 'Howdy!' an' then dies away, givin' us a wonnerful lot o' trouble for nothin'. All the cap'n's fault! They're playin' wid un, like a cat wid a mouse. Playin' wid un—an' wid we!"

About six bells of the afternoon watch, Beckett came on deck. He looked aloft, surveyed the sails and then glanced at the compass.

"Ye've been runnin' her off, sev'ral times, haven't ye?" he sneered at Solomon, coming close to where the mate was leaning against the port rail. "Scared, eh?"

Don't think she'll stand it, eh?"

"Well, she might, sir," Solomon returned, curbing his tongue that itched to make an ugly retort. "But I ain't takin' no chances blowin' away canvas."

"Blowin' away hell! I thought you was an A-One man, but I reckon I was mistook. We'll try the next one."

"Ye ain't got long to wait, sir. She's comin' up there, now!" And Solomon pointed to windward, where a dark loom was swiftly growing.

Beckett squinted defiantly.

"That's only rain!" he affirmed, with a liberal garnishment of oaths.

"Well," thought Solomon, hardly curbing his temper, "if he ain't a stubborn dog, the devil's a ram! Sayin' that's only rain, when any man wid half an eye can see it's a proper block o' wind!"

The cap'n himself, for all his bravado, soon realized his error. Even as Solomon pivoted on his heel to walk away, Beckett shouted the order to lower the mains'l, and let go the main and topmast stays'l halyards.

But instantly the squall hit. Beckett's realization of his mistake all but unnerved him. He flung himself to the wheel and hove it hard up.

Solomon sprang to let go the stays'l halyards. Even before he could reach the running-gear, a ravaging grayback boarded, sweeping him along-decks to the fore rigging.

The *Saucy Lass* was brought by the lee.

With a shattering violence of tornado power, the squall broke.

Apsey to his own superstitious fears, Beckett lost his wits. Hardly conscious of what he was about, he had wrenched the wheel from the helmsman, jammed it hard up, and held it hard over until the brigantine, paying off before the wind, naturally fell off until her momentum brought wind and sea on the other quarter—the port quarter—while the yards remained trimmed on the starboard tack.

Powers of Darkness, what destruction!

The mains'l was instantly blown clean out of the bolt-ropes; the topping-lifts carried away, leaving the immense boom swinging to port and starboard alternately, smashing the roundhouse, cabin-skylights, quarter-boats and all fittings within the radius of its annihilating swoop.

Forward, the lower tops'l split with a thunderous roar, though the fores'l and fore topmast stays'l still held intact. But the waist of the ship was at once inundated by enormous seas. The galley was washed out; pots, pans, range, everything rolled tumbling. The deckhouse was gutted; and under the tremendous weight of water the vessel seemed on the point of foundering—smashed down by incalculable weights of ravening brine.

Lost! Was she lost?

Gasping, fighting for very life's own sake, old Solomon freed himself from a tangle into which he had been flung



in the fore-rigging. He scrambled up and away from what had almost been his death-trap. Drenched, breathless, he clung to any hand-hold that offered.

Shouts, cries, oaths mingled with the crash of falling waters. For a moment, all discipline was abandoned, each man fought only his own battle.

Solomon wrung brine from his eyes. He saw the vessel was main-hatch under and in imminent danger of foundering, the next instant. She was to all intents apparently unmanageable. But one slight chance still existed—a very slight one, as Solomon was assured by his experienced nautical wits. These he had never lost, through all the chaos. Could he only reach the lee braces and let them go, the yards might swing round, and the ship for a few seconds run before it. If in those few seconds the weather brace could be rounded in and the yard squared, the *Saucy Lass* would have her chance to stay on top.

The old mate lost not one of those fateful seconds. He hurled himself across the now submerged deck. Half-swimming, struggling, gasping as he clung to anything that offered; battered and bruised, bleeding too from a deep gash in the forehead, he won his way. With superhuman effort he managed to cast off the port fore brace. Luck crowned his effort. The head yards came slowly round in short jerks. It was but the toil of a few seconds more to round in the weather braces, while the decks somewhat freed themselves of the heavy water.

The *Saucy Lass* now rose from the smother, shook herself free of the worst of the heavy seas, and commenced to scud before the squall. Beckett, who by this time had regained his reason, also saw what had happened and managed to steady the helm.

The vessel was free! Yes, free, but at what cost! The terrific destruction wrought by those giant seas was only too evident, on deck and aloft. The main boom was still smashing from side to side, leaving a trail of destruction in its wake. With tremendous effort, the crew managed to secure it, temporarily. Every rag of canvas, except the fores'l and fore-topmast-stays'l, had gone to ribbons, blown down the wind. The destruction in the waist was almost as complete. But the gallant little ship, free from her deadly peril, ran before the wind. Her decks was now comparative free of water, and the immense fores'l lifted her over the giant seas which balked of their prey—raced furiously astern of the flying brigantine.

Solomon Ferry spat mightily and laughed into the wind's very eye.

"Didn't ketch us *dat* time, Ole B'y!" he exulted. "I got a few shots in me locker, yet, when it come to fightin' the devil!"

Then, remembering Beckett's all but fatal error, he turned with hard-set jaw of anger to cast a glance of scorn at the cap'n.

Beckett, however—in silence and unsteadily—had gone below.

(To be concluded.)

Bay of Fundy Activities

(Continued from Page 18)

or two of the Bay of Fundy shore and his home took 7,000 pounds of fish in two settings. He got so many of the fish, the engine was disabled, and it was impossible to make repairs without losing a goodly part of the cargo. As it was the boat was filled to overflowing and fish were falling back into the water with the boat's motions in the sea. It was necessary for the three sons, who were in the second motor boat owned by the family to give their father a line and tow him into Granville, N. S., where the fish were sold to local buyers. The sons had 4,000 pounds of fish in their boat, all 11,000 pounds being accepted in Granville for a quick sale.

The 11,000 pounds consisted chiefly of hake. The balance was of haddock and cod. The start in the fishing of this family for the day the reported record was made came at 6 a. m. and the men were through and docked before dusk. It is stated the fish were all weighed and actually tipped the scales at 11,000 pounds. The heaviest run was struck in the morning.

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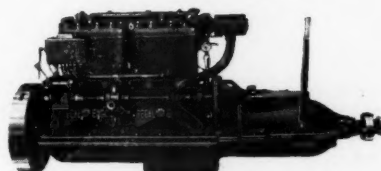
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The burning of most of the fish drying, pickling, salting and smoking plant of H. P. Robertson & Sons in St. John was felt by the fish producers of the Bay of Fundy New Brunswick shore. Burned up were many thousands of pounds of cod and haddock that were being dried for export, and salmon and herring that were being pickled. This firm had been a steady purchaser of fresh fish from the Fundy producers, and had been established for more than twenty-six years. The firemen saved the Leonard Fisheries plant next door from being damaged. The damage was announced by H. P. Robertson as \$8,000, with insurance of \$6,000. While the buildings on the wharf were totally destroyed, those on the street front were saved, after several hours of fire fighting.

John Smith, fish producer at Douglas, N. B., was walking along the shore of the St. John River to inspect his nets which he had set near his own property, and within a few yards of the shore. As he walked he saw the body of a man floating near his nets. He aided in bringing the body ashore and it was found to be that of George Buchanan, fisherman and farm worker, who had been drowned several days previously, when a boat struck a stake in the river at night. Deceased was 26 years old and is survived by his widow.

Capt. Blades of the fishing schooner *Frances J. Roue* hailing from Lockport, came into Yarmouth recently with one of the biggest fares brought into that Bay of Fundy port in recent years. The fare comprised: 19,565 pounds of salt cusk, 13,650 pounds of hake, 11,779 pounds of halibut, 8,280 pounds of cusk, 5,930 pounds of salt hake, 6,736 pounds of cod, 4,284 pounds of salt cod. The entire fare was bought by Lawrence Sweeney of Yarmouth North. On this trip the *Roue* stocked \$2,491.

Another member of an old fishing family passed away recently in the person of James J. Simpson. Deceased was born and reared on Campobello Island, N. B., and was 80 years old. For many years he was active as a fisherman at Campobello. In his youth, he was a skilled oarsman and was a member of the so-called Campobello four-oared crew which defeated the Paris crew of Carleton, N. B., in a race at Passamaquoddy Bay and the mouth of the St. Croix River. All eight of the oarsmen in this race were fish producers. In recent years, Mr. Simpson had been living in Eastport during the spring, summer and fall, and had lived in Boston and New York during most of the winter.

With the Vineyard Fishermen

(Continued from Page 19)

never before had he known of these fish showing near a power boat.

The off-shore fleet are all doing well, but there is nothing exciting to report about them. So far as is known, they haven't struck any unusual weather, no one has had any accidents or damage and when any of the boys show up ashore, which is mighty seldom at this time of the year, they look hale, husky and happy.

From New Bedford comes a mutter on impending trouble among the big otter trawlers. Newspaper accounts seem to show that there is considerable dissatisfaction among the hands because of a new rule of the owners that men must pay their share of the ice and oil bills. Someone has been talking sure enough, and the papers have given their story plenty of space, but such authorities as your correspondent has been able to locate, declare that it is a lot of hooey and that the men won't do any kicking at all.

News being scarce, I am shipping along a few snapshots to fill up space and give the rest of the world an idea of the place where this dope is gathered.

Mutterings of the Mastheadman

(Continued from Page 18)

machinery and gear. The design and layout of trawlers and draggers has advanced so rapidly in the last two or three years that it takes someone who specializes in them to give them the utmost efficiency. Building and laying out by the old rule of thumb methods won't do any longer.

Neither is it sufficient to consult only expert shipbuilders. They can furnish an A-1 hull either wood or steel, but when it comes to the machinery they will need more than engineering skill. They must be familiar with all the operations and conditions of trawling.

Trawling is a business unto itself and every Tom, Dick and Harry is not capable of constructing the gear or of specifying it. Skippers who are going to make a dollar next winter will do well to take council only of those who know their stuff.

